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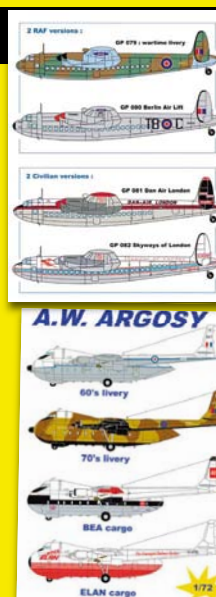
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Editorial

Why can we not have more 1/72 scale kits in the magazine I was asked the other day?

Well, to be honest, I do try to feature all the scales and though I do get a reasonable amount of 1/72 scale kits in the review section it is far harder to obtain full build articles on this scale.

Recently a number of our small-scale contributors have passed away or left the hobby and despite the massive resurgence in this scale I am always surprised at it is so hard it is to get anyone to do an article in this scale, not helped by one of the main issues that many of us have when producing build articles for the first time no matter whatever the scale.

I have referred to the Editor's

holy trilogy before when looking for article writers.

The first is being a modeller, and to be honest this is probably the easiest of the three as a look at the tables at my local club or at shows just how many good modellers are out there.

The second part is being a writer, now this is a little bit harder but again most of us love telling people about our latest model and any new tricks we discovered during the process. But it is sometimes a bit harder to put it down on paper, thankfully in the modern age it is a lot easier than in years gone by as most of us have access to a computer and a basic word processing program like Pages on Mac or Word on Windows. These are now so intelligent that they can sort out most of the grammar and spelling for you, and only last week I discovered that I can

actually dictate my text straight onto the screen, a revelation for a one fingered typist!

But it is the third part of the trilogy that causes the small-scale modeller the most issues - photography. In the old days, I used to shoot all my photographs on a 35mm camera and of course I would only find out later that less than 10% of my photographs were useable. Now I have gone all digital and in fact, the vast majority of photographs I take are done using my mobile phone camera. Of course, the big advantage of digital cameras is that you can see instantly if the photograph you have taken is good enough and even edit it immediately to improve the colour or contrast.

So next time you are building a 1/72 scale kit why not give it a go, photograph the build as you go along, write about 3000 words and then email it to me at

david@sampublications.com.

Last time I made an appeal like this for Civilian models the readership came up trumps with a number of first time contributors joining the magazine, now I am hoping that this appeal will have a similar effect on the number of 1/72 scale models that will be appearing in these pages later in the year.

Until then enjoy your latest magazine, which as always will feature kits in all scales from 1/144 to 1/32.

David Francis, Editor

david@sampublications.com



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from AK Interactive



90 Authentic Engine Staining

Vitor Costa uses AK Interactive products to show you 'how-to' archive a realistic finish on a Vietnam 'F-100D Super Sabre'



38 New Lamps for Old?

Revell 1/144 Etihad Airbus A-320 by Huw Morgan



Subscribe
see page 26

18 Sound of Silence

Eduard 1/48 Douglas A4-E Skyhawk by Huw Morgan



CONTENTS



6 Lightning Blitz!

Fly 1/32 Arado aR 234b-2 (Kit No: 32-003) by Peter McGee



12 Modernising the Flying tank

Italeri 1/48 Ilyushin IL-2 by Josip Zagar



18 Sound of Silence

Eduard 1/48 Douglas A4-E Skyhawk by Huw Morgan



28 An Act of Defiance

Airfix 1/48 Defiant Mk.1 by Jay Blakemore



34 Quickbuild Træner

S.B.S Model 1/72 Danish SAI KZ II Træner by Tim Upson-Smith



38 New Lamps for Old?

Revell 1/144 Etihad Airbus A-320 by Huw Morgan



88 Airbrush Tutorial Pt 5

Dismantling your airbrush by Jay Blakemore



90 Authentic Engine Staining

Vitor Costa uses AK Interactive products to show you 'how-to' archive a realistic finish on a Vietnam 'F-100D Super Sabre'

ALSO INSIDE

43 The SAM news
52 New kit listing
54 First Looks
60 Accessories

66 Decals
70 Reviews
94 Books & Media
98 Back Page



12 Modernising the Flying tank

Italeri 1/48 Ilyushin IL-2 by Josip Zagar

43 The SAM

NEWSFLASH - NUREMBERG

All the latest from the Toy and Hobby Fair 2017



34 Quickbuild Træner

S.B.S Model 1/72 Danish SAI KZ II Træner by Tim Upson-Smith





LIGHTNING BLITZ!

**Fly 1/32 Arado aR 234b-2 (Kit No: 32-003)
by Peter Magee**

WHAT'S IN THE BOX?

The box contains 4 sprues with 100 beige moulded plastic parts, one sprue with 11 clear plastic parts, 52 resin parts, 63 photo etched brass parts, 2 lengths of twine, a small metal rod, an A4 sized decal sheet and an A5 sized instruction booklet.

The plastic parts are typical limited run, with no locating pins and require only the minimum of clean up around some of the openings and edges. Surface detail is subtle with finely recessed panel lines. There is no evidence of shrinkage and ejector pins marks are not too intrusive. The clear parts are commendably thin and beautifully clear.

Resin parts are included for the cockpit, main and nose undercarriage bays, the intakes and exhaust outlets of the engines and the parachute packs for the underwing rocket pods. The resin parts are beautifully cast and detailed, however, I was initially a little surprised to see some detail items moulded in styrene (e.g. the instrument panel, consoles and wheels). Perhaps they would have been better in resin, but the plastic versions still show some very nice, crisp details.

The decal sheet offers four scheme options, two Luftwaffe and two allied captured aircraft, these being:

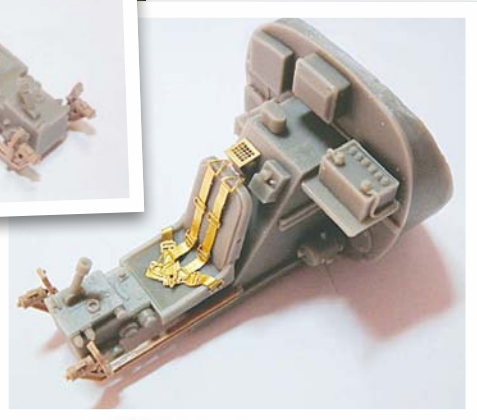
- 1. Ar 234B-2, W.Nr. 140151, T9 KH, flown by Oblt. Werner Muffey, Kommando Sperling, Nov 44;
- 2. Ar 234 S10, W.Nr. 140110, E2 20, used for tests with Hs 293 missiles, Nov/Dec 44;

- 3. Ar 234B-2, ex-W.Nr. 140476, s/n VK877, Royal Aircraft Establishment, Farnborough, winter 45/46;
- 4. Ar 234B-2, No.303 "Snafu 1", ex-W.Nr. 140148, NAS Patuxent River, USA

The decals are thin, beautifully printed with excellent colour density and are in perfect register. Stencils are included but only one set of stencil/data is included for the underwing rocket pods. The only other observation of the decals is that the red in the RAF roundels looks a little on the bright side.

The instruction sheet is an A5 sized 15 page black and white printed booklet. The illustrations are clear and nicely drawn. Paint references in the booklet and the painting guide are generic.

A separate A4 size colour painting and decal placement guide complete the package.



CONSTRUCTION

Construction starts with the nose section of the aircraft which includes the cockpit. This is made up from a mix of plastic, resin and etched parts starting with the plastic lower front fuselage and sidewalls to which is added the resin rear bulkhead and central cockpit area. The plastic sidewalls are next and these are nicely detailed and enhanced with etched and resin detail parts. Etched seatbelts are also included for the resin seat.

A nice touch is the inclusion of resin instrument cases for the rear of the plastic instrument panel, not only does this provide enhanced detail it also provides the basis for anyone wishing to add a wiring loom which will be visible through the nose bubble. Individual decals are provided for all of the cockpit instruments faces.

The single piece resin rear

bulkhead and central cockpit are nicely moulded and are weighty enough to help prevent the model from being a tail sitter. Although there is no room in the cockpit to add additional nose weight it can easily be added to the waste side of the bulkhead itself.

I sprayed the cockpit Gunze Sangyo RLM 66 and picked out the colour details by hand. Dry brushing with a medium grey helped bring out the moulded detail of the cockpit. I then used a thin wash of heavily thinned oil paint around the pilot's seat to provide a touch more depth. I sealed all of this with a coat of Gunze matt varnish. I also added a drop of Johnson's Klear to the instrument faces to simulate the instrument glass faces.

The instruction tells you to



"RESIN PARTS ARE INCLUDED FOR THE COCKPIT, MAIN AND NOSE UNDERCARRIAGE BAYS"



attach the completed front nose section to the main fuselage. However, in order to ensure the lower front fuselage correctly aligns with the bulkhead and the rest of fuselage I decided to leave these as separate items for now.

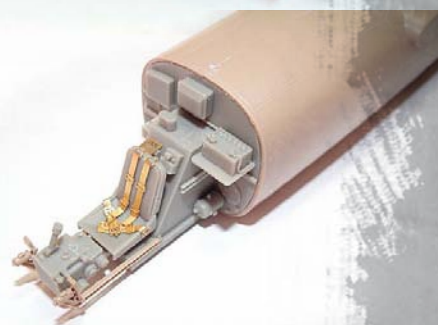
With the cockpit completed, construction turns to the main undercarriage wheel wells. These are single piece port and starboard resin parts, with nicely detailed structural ribs and wiring looms. Although the wheel wells are full length, the forward doors are

moulded closed. This isn't an issue as the forward doors were fully closed when the aircraft was at rest. The wheel wells were painted RLM02 with the wiring picked out in RLM 04. I dry brushed the rib detail before adding a wash to give depth before sealing with matt varnish.

The undercarriage wells were now then superglued firmly to the fuselage halves. At this stage, the instructions advise you to cut a hole in the dorsal spine to allow for the fitting of the Peil G.IV

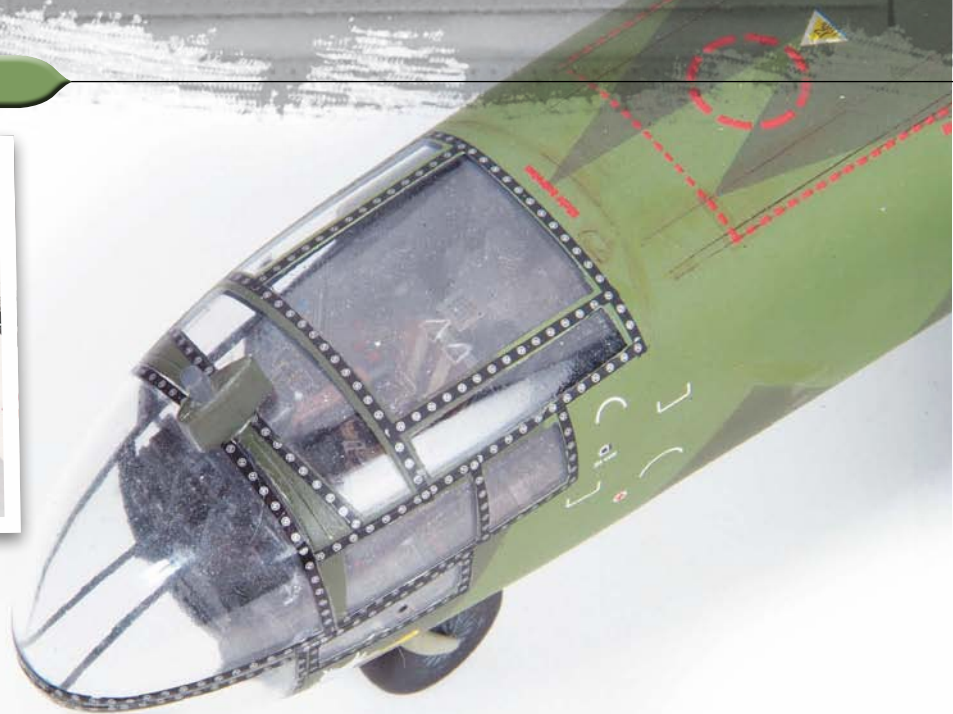
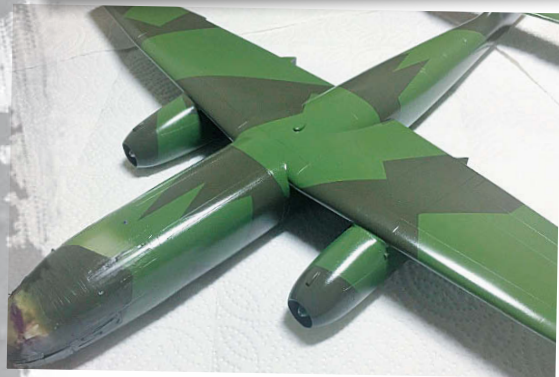
direction finder equipment. The only surviving AR 234B2 is not fitted with the direction finder and does not have any provision for it to be fitted. So with this in mind, I decided not to fit it to my model, with that decide the fuselage halves were then joined together and set aside to dry.

The wings are next to be assembled. Although these are well moulded, nicely detailed and fit together well enough I was a little disappointed that there were no options to pose the flaps in the deployed



position. Likewise, the elevators are fixed, although the rudder is supplied as a separate item. The tail planes and rudder fit the fuselage without problems though some care is needed to ensure correct





alignment with the fin. Large horn operating linkages for both the elevators and rudder are provided. The instructions show that these should be fitted at this stage but I chose to fit these later to prevent damage during handling. The wings were now attached to the fuselage and the good locating tabs result in a solid joint. Only a small amount of filler was required on the underside where the wing meets the fuselage.

The engine nacelles are the next items to be assembled. These are injection moulded into which the resin intakes and exhausts are fitted. The instructions show that the injection moulded exhaust 'bullets' are fitted to the resin exhausts at the final stages of construction. I would recommend that these are fitted at this stage as they are not the easiest things to attach and centralise if you try and do this later on. Dry fitting

the nacelles to the wing showed quite a large gap on each side so I added a couple of spreaders

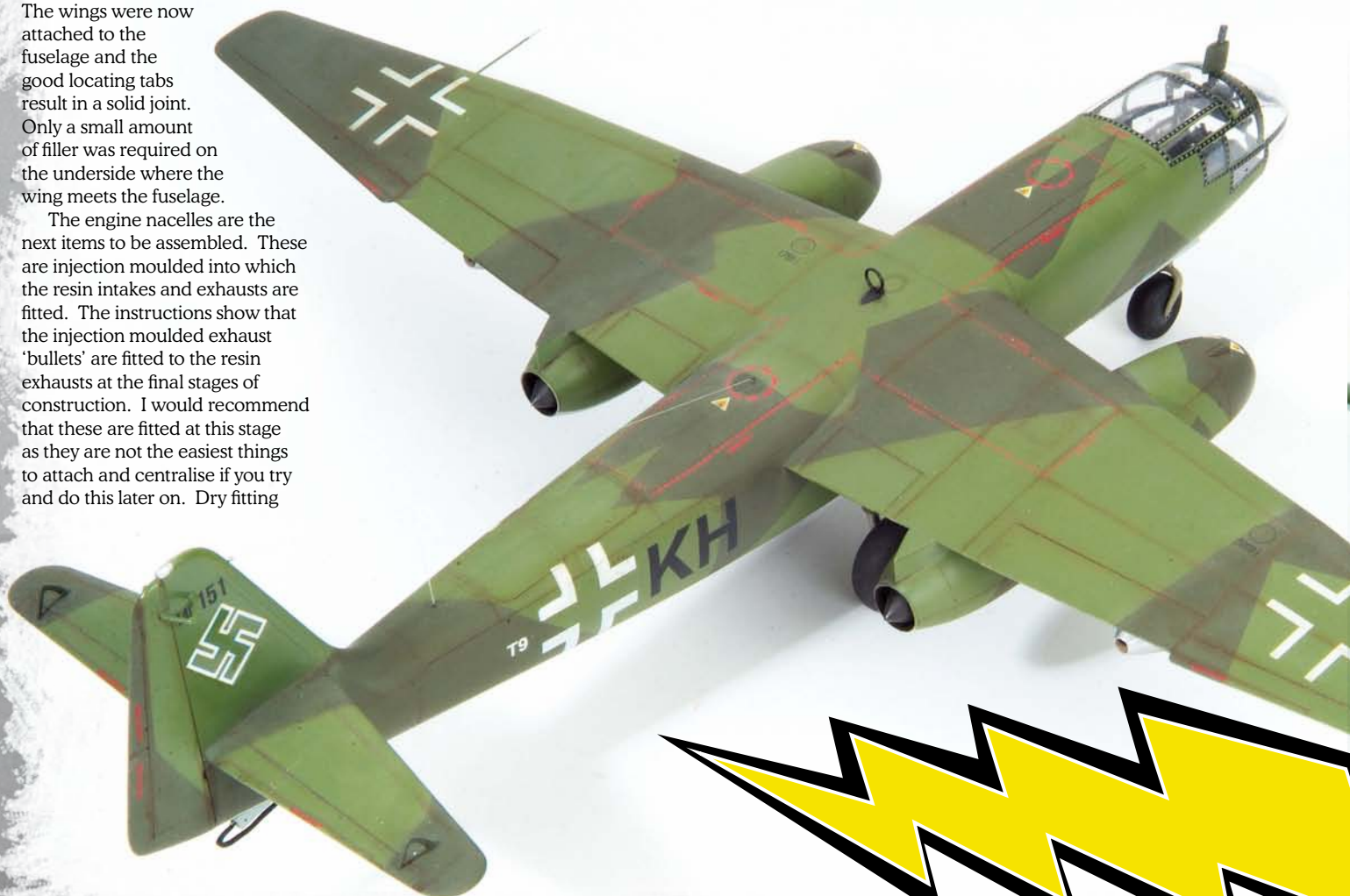
from plastic rod (one at the front and one at the rear) to the nacelles to reduce the gap. Although the joint where the nacelle fits to the leading edge of the wing is ok the intersection should form a blended radius, something

that is easily produced with filler and some careful sanding.

The next assembly is the underwing rocket assisted take off pods. The pods themselves are injection moulded parts that have a combination of recessed panel lines and raised rivet detail. To these are added the beautifully cast resin parachute packs which look good with careful painting. Once assembled the pods fit to the under surfaces of the wings by means of a cradle structure, replicated by 4 injection parts. The limited run

nature of these parts required a little cleaning up to prevent them looking a touch clumsy. Injection moulded external fuel and pylons are provided for installation to the underside of the engine nacelles. Unfortunately, one noticeable item missing from the kit is the provision of a centreline bomb, despite this being shown on the box top art.

I replaced both the nose and main gear injection moulded legs with white metal parts from Scale Aircraft Conversions. These are nicely cast and are direct



**"I REPLACED BOTH THE NOSE AND
MAIN GEAR INJECTION MOULDED LEGS
WITH WHITE METAL PARTS FROM
SCALE AIRCRAFT CONVERSIONS"**



replacements for the kit parts. Resin parts are included in the kit for the compression linkages on the main undercarriage legs. The instructions show that linkages are fitted to both the forward and rear of each leg, which is incorrect. Only the forward facing linkages should be fitted. Injection moulded nose and main wheels are provided and although these are nicely moulded it would have been nice to have slightly weighted resin items instead.

The front nose section and the finished cockpit installation is next on the assembly list. The canopy is split horizontally, the lower part attaches to the lower fuselage and cockpit bulkhead while the upper part fits at the top aligning with the upper fuselage and bulkhead. I used New Ware canopy masks to produce both the internal and external framework. These masks are made of yellow Kabuki tape and fit beautifully. Having masked the interior framework of both

the upper and lower canopy parts interior I sprayed both RLM 66 before sealing with matt varnish. The resin rear cockpit bulkhead fits snugly and squarely into the alignment before thin superglue secured the bulkhead in place.

With the front fuselage in place, I taped the canopy halves





together and then taped the lower forward fuselage to the canopies to test alignment with front fuselage and rear cockpit bulkhead.

Overall the fit was quite reasonable and once I was satisfied with the fit I cemented the upper and lower canopy halves together. Once dry I then fitted the canopies to front fuselage.

PAINTING

The model was primed with Tamiya's excellent grey acrylic primer. This primer sprays easily directly from the aerosol can and shrinks into the finest surface detail. The painting instruction in the kit state RLM 70, 71 and 76 for the two Luftwaffe options. Reference material indicates that prototype and development aircraft were finished in this scheme with

production aircraft being finished in RLM 81, 82 and 76. I used Gunze Sangyo paints, starting with the RLM 76 undersides. Masking the underside colour I sprayed the whole upper surface RLM 82 before applying the RLM 81 pattern. Two thin coats of Johnson Klear were then airbrushed

to provide a hard and glossy finish for the decals.

DECALS

The decals are beautifully printed with excellent colour density, although the red in the RAF roundels looks a little on the bright side to me. The decals include full airframe stencils, although unfortunately only one set of stencils for the underwing rocket pods is included.

The decals also include a rather neat set of strips to depict the prominent rivets on the cockpit framing. As these are provided in straight strip format they need to be cut to fit before application and need a little careful coaxing with decal solution to make them fit the curved contours of the canopy correctly. The decals responded beautifully to Microset and Microsol decal solutions, settling down nicely into panel lines.

FINAL ASSEMBLY AND FINISHING TOUCHES

With the decals on and dry I highlighted the panel lines with a thin wash of raw umber oil paints. Allowing the wash to straddle the panel line itself it provides a subtle tonal effect to the

surrounding panels. With oil wash dry I applied two thin coats of Gunze Sango matt varnish to seal everything in.

Given the narrow track of the main undercarriage and the large wingspan of the aircraft, care is required to ensure that undercarriage legs align correctly. Both main and nose gear doors attach using etched hinges. Unfortunately the kit provided Pitot tube was moulded slightly out of round so I decided to replace mine with a scratch built one made from fine metal tube and rod from Albion Alloys.

Also included in the kit is some thin cord for the lanyard that connects between the underside of the wing to the parachute pack of the rocket pods. Although etched parts are included for the attachment points for the lanyard I decided to replace these with eyelets fashioned from fine brass wire. I also made eyelets for the attachment points for the fuselage to tail fin aerial, with the aerial itself being made from elasticated thread.



CONCLUSION

Given the contents of the box, this certainly isn't a kit for beginners, but anyone with some experience of multimedia kits shouldn't have any problems.

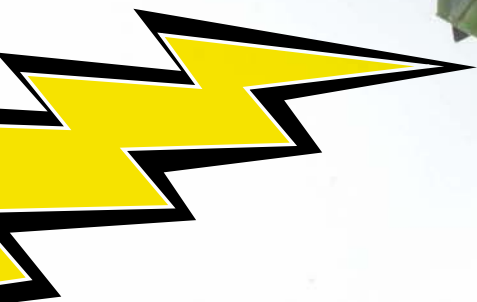
Yes, there are a few minor niggles with the kit, the lack of an under fuselage bomb being the most obvious one and the fit of parts is not as precise as that of leading injection mould standards, but with care and attention it builds up to a very nice model indeed.

Did I like this kit? The simple answer is a resounding yes.

Many thanks to Fly for this important subject in this scale which I Highly recommend.



**"DID I LIKE THIS KIT?
THE SIMPLE ANSWER IS
A RESOUNDING YES"**





MODERNISING THE FLYING TANK

Italeri 1/48 Ilyushin IL-2 by Josip Zagar

One of the several Soviet aircraft that really made its mark during WW2 was the Ilyushin IL-2 or "bronirovaniy shturmovik" (armoured assaulter). It was always a good looking (to me) and proportionally shaped aircraft, with its structurally integral armoured shell that formed the front part of the fuselage. The heavy armour (5-12mm thick) couldn't make the aeroplane invulnerable, but all that steel and armoured glass (up to 65mm thick) enabled it to easily glance off machine gun fire and to survive even multiple direct hits from 20mm cannon. It was powered by a liquid-cooled engine of 1500 HP that gave it a maximum speed of 415km/h. Its fixed armament consisted of twin hard hitting 23mm automatic cannon and two 7,62mm machine guns fitted in the wings. It also carried up to 8 rockets or 600 kg of small bombs slung under the wing or in wing bomb bays. Of all air forces in World War 2, only the Germans had developed a similar aeroplane in the form of Henschel Hs-129, which was actually quite a bit smaller than the huge IL-2, despite having two engines! Both types were designed to attack ground targets and

strafe vehicles low over the battlefield and to rely on their armour to protect them from enemy anti-aircraft fire. Both types also flew like a powered brick and both required regular fighter escort in order to survive. While the comparable aircraft of other air forces were soon found wanting and were either quickly retired (Fairey Battle) or gradually replaced with fighters adapted to ground attack (JU-87), the Soviets relied on their outdated IL-2 as the main ground attack type until the end of war. This was mainly because they didn't have anything better and because the IL-2 was an effective and quite durable machine. Because it was so important to Soviet war effort only minor modifications were allowed during the production run. Although it was originally designed as an all metal two-seater, the early models were built as single seaters. Wartime aluminium alloy shortage and combat experience soon changed the original layout of the aircraft. All unnecessary metal parts of the airframe (including the complete rear fuselage and outer wings) were quickly replaced with wooden ones, the inefficient 20mm SHVAK

ILYUSHIN IL-2

MANUFACTURER: Italeri

SCALE: 1:48

KIT NO: 2657

PARTS: not known

STATUS: Rebox of Academy kit (originally Accurate miniatures kit)

DECAL OPTIONS: 4 Soviet airplanes from WW2 and a single post war Polish aircraft



cannon was replaced with the hard hitting 23mm VJA cannon and a rear gunner was added to protect the rear hemisphere from fighter attack. The latter was originally a field improvisation that was only gradually incorporated into production aircraft.

It is still debatable how successful IL-2 really was? Like many other famous combat aircraft, it was also a victim of overblown propaganda. In reality, it was a fairly primitive and roughly made aircraft by any standards. The Germans, who got to know the type quite well and had thoroughly tested several captured examples, mockingly called it "concrete bomber" because it was so heavy and unwieldy to fly. The Soviets, however, were very proud of it and usually called it "the flying tank". Because its overburdened engine had to pull the weight of heavy integral armour, as well as the additional armament, IL-2 could carry only a modest bomb load and its rocket and strafing attacks were hardly accurate because the cockpit lacked a dedicated aiming sight. Pilots literary had to aim their attacks through a factory painted cross in the centre of the windshield and

drop bombs by relying on feeling and painted markings on the nose! No matter how tough it was to destroy, the Soviets still lost a huge number of IL-2s to German fighters and light FLAK because their stubbornly brave and reckless crews seldom lasted long enough to gain the necessary combat experience in order to improve their chances of survival. Only from mid-1943 onwards were proper attack tactics finally developed (and approved) and huge numbers of IL-2s, that now regularly flew with fighter escort, had successfully supported every westward offensive. "Quantity is a quality," said Stalin and he meant it literary. Along with Katiusha rocket launcher and T-34 tank, the mass produced IL-2 became a decisive weapon and a lasting symbol of the "Great patriotic war".

It is worth to mention that in contrast to numerous Mustangs and Spitfires, that are still flying or grace static museum collections all over the world, not a single IL-2 was preserved for posterity in the Soviet Union, despite the fact that wartime production exceeded 36.000 machines! There are only 5 genuine examples of late model IL-2s in European museums. The other few, including the single



***"ACCURATE MINIATURES KITS
GENERALLY HAVE DETAILED COCKPITS
AND THIS ONE IS NO EXCEPTION"***

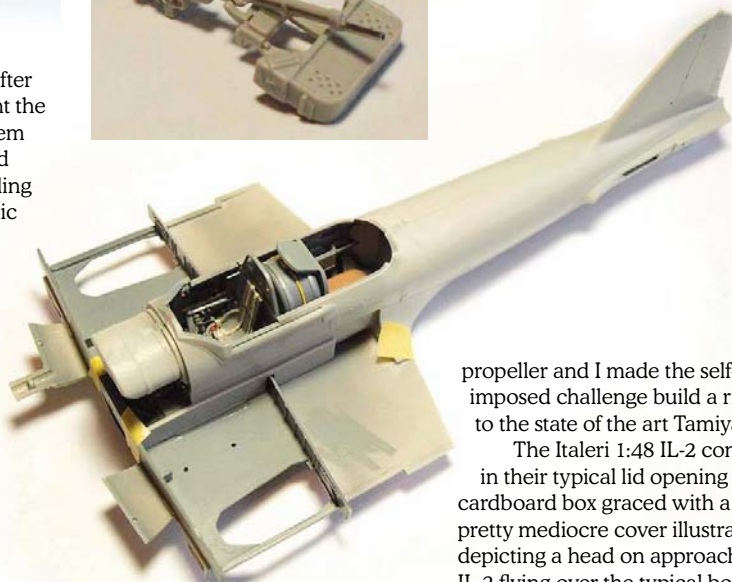
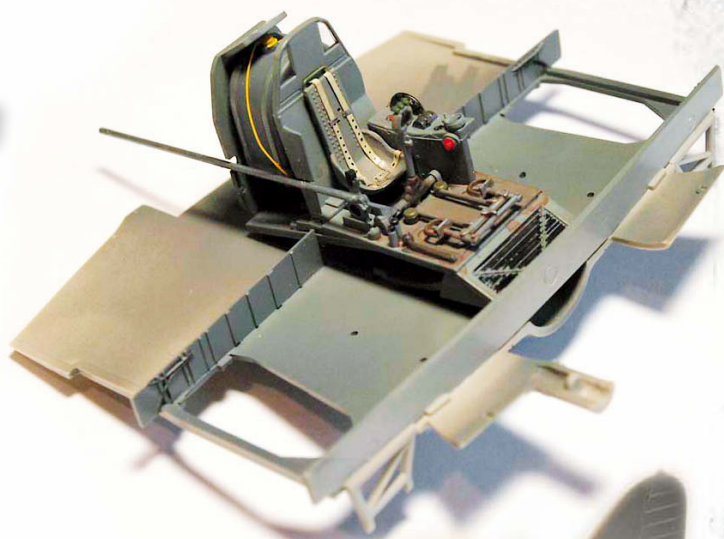


flying example that is flying in the US, are more or less replicas with some parts of recovered wartime wrecks. I had the privilege to visit aviation museums in Belgrade and Prague and admire this legendary and impressive aeroplane. It is a huge and impressive machine that deserves to be properly built in model form.

THE KIT

Since the early 1990s, the only choice for 1:48 scale builders was the Accurate Miniatures (AM) kit in its numerous guises that had covered all major versions of the single seat (on skis or on wheels)

and later two seat versions. After their decline Academy bought the moulds and started selling them under their own label. Eduard and Italeri have also been selling the Accurate Miniatures plastic in their own boxes. All those kits share decent interior, overall accurate shape, recessed panel lines and various types of armament. However, their fatal flaw is the propeller with narrow pointy blades and an odd rounded spinner. That had really spoiled every finished AM model that I've seen because it just



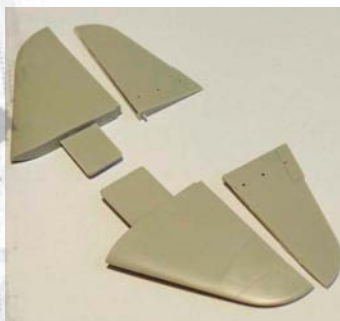
propeller and I made the self-imposed challenge build a rival to the state of the art Tamiya kit.

The Italeri 1:48 IL-2 comes in their typical lid opening cardboard box graced with a pretty mediocre cover illustration depicting a head on approaching IL-2 flying over the typical boring Eastern European lowlands. All plastic parts are sealed in a single clear plastic bag with a paper note that reads made in Korea. The kit represents the final late war model with slightly backswept metal wings. It has nice details like the cockpit, rear machine gun, weighted wheels, movable canopy, 2 large bombs, 4 large rockets and even 37mm cannon in underwing pods. The clear parts consist of 9 parts, including an instrument panel, an armoured back plate for the pilot and a bogus gun sight. The instructions are printed on both sides of six times folded paper sheet with small and basic

doesn't resemble the real thing.

In 2012 things suddenly changed to better when Tamiya came out with a brand new kit of a final production variant. While Tamiya kit is "super-duper" by all accounts except the price, the AM kit is still a valid choice, especially if one is on a budget or better, if one wants to build earlier versions. Since the second hand kit market was suddenly full of under-priced AM kits, I got a pretty wild idea. I had persuaded a friend to sell me his Italeri kit along with Vectors corrected resin spinner and

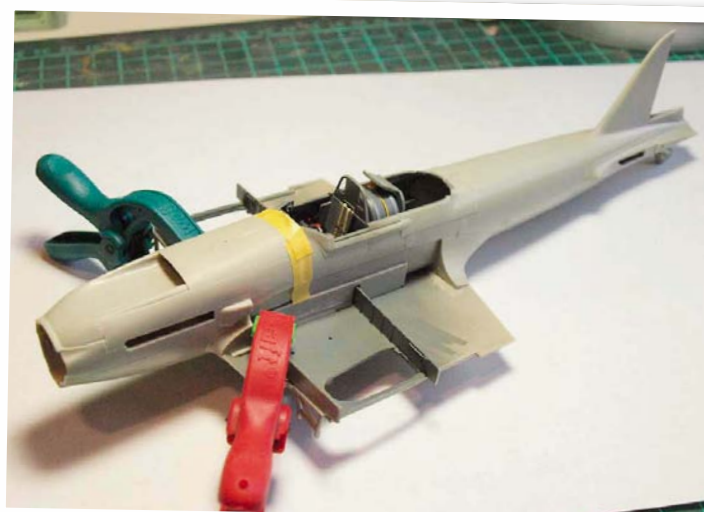




assembly drawings. Oddly the instructions lack the parts count. The decal sheet offers markings for 4 Soviet and one Polish aircraft, but if one is a stickler for historical accuracy I must warn him that only the second Soviet option and a Polish one represent late war IL-2s. The rest are all the early two seaters with straight wings! Overall this Italeri package looks and feels pretty cheap and badly researched compared to the original Accurate Miniatures kit, but for the amount I paid I really had no reason to complain.

MAIN CONSTRUCTION

Construction started by removing all main parts and dry fitting them. That showed that fit wasn't commendable. Obviously, Academy workers had removed the sprues from the moulds too soon, instead of letting them cool down a bit. Both fuselage halves were consequently noticeably warped outwards and the main sprue frames were slightly bent. Otherwise, everything needed to make a decent model of a late war IL-2 was there, so I started to assemble the cockpit. AM kits generally have detailed cockpits and this one is no exception. The pilot's seat, various controls, armour plate, fuselage tank etc. were glued to a base that represents the cockpit floor. On the lower side of the base, there is also boxed armoured oil cooler. Everything was then glued to the



central lower wing along with 4 wing spars. Next in line were the fuselage halves that had some extra boxes with winches fitted to the inner sides to add to the busy look in the cockpit. The clear instrument panel with instruments decal glued to the back and cockpit sidewalls had to be assembled and painted before closing the fuselage halves and then attaching them to the lower central wing

section. The rear gunner's compartment was a total contrast from the rather busy cockpit. It was basically just an empty cut out space with floor and a simple cloth sling for the gunner to sit on with back support provided by the armour plate bulkhead - primitive barely describes it! I enhanced it by adding some brass wires to the sides and simulating the planking on the floor with thin strips of wood.

Next in line was the armoured engine cowlings that consists of 5 parts. Care was needed during

the assembly and 3 air inlets in the front (right behind the spinner) were thinned for a more realistic appearance. The finished cowling was then attached to the rest of the fuselage, but the fit was far from perfect and I had to use super glue and some clamps to join them together. Then it was a simple process to glue the outer lower wings to the central section and cover them with top wing

halves. I have decided to add some interest to the model so I cut off and slightly repositioned the elevators and rudder. The sturdy double undercarriage legs were assembled and fitted into the wheel wells. Rocket rails and bomb racks were also attached at this stage to the undersides.

Now it was time to add the numerous small but equally important parts. At this point I assembled the Vector resin parts, these were assembled with superglue. The rear machine gun had its barrel replaced



with an equally thick piece of a hypodermic needle and was additionally enhanced with bits of scratch plastic. The wing machine gun barrels were also replaced with thin hypodermic needles and engine exhausts were drilled out with a hand drill. Bombs were assembled and painted in dark green and the wheel hubs were painted in that prominent green tone that is still visible on modern Russian aircraft.

The main advantage of Tamiya kit over this one (apart for the spinner/propeller) is the multitude of very realistic surface details (wing straps, rivets, access doors, covers and hinges), while the surface on this one is uniformly flat. So I dug up my reference photos and started to cut various rectangles from metal foil. Those represented numerous access panels with the hinges that were made from thin stretched sprue. The moulded raised stub that tries to represent rear cockpit access handle was cut off and replaced with bent wire.

The numerous raised rivets and bolts on the forward fuselage were simulated by using Starwood's scale model rivet kit. This system works by carefully applying blobs of special green gel with syringe. I found it easy to use and under a coat of paint looks quite effective in simulating raised rivets. I also added a modest amount of riveting on the wings. The pilot's canopy was enhanced with sections of Tamiya tape that simulated armour plates, while the rear gunner's canopy got a prominent handle made from stretched sprue bits. There is a noticeable contrast between metal and wooden parts because the rear fuselage is completely devoid of any surface details and that is correct. Only very early and post war modified IL-2s had metal fuselages with visible rivets.

**"I HAD ALWAYS WANTED TO
DEPICT A YUGOSLAV PARTISAN
AIRCRAFT THAT WAS USED IN
THE FINAL STAGES OF WW2"**



PAINTING AND DECALING

My favourite part of plastic modelling! I had always wanted to depict a Yugoslav Partisan aircraft that was used in the final stages of WW2 with Soviet stars crudely over painted with Yugoslav roundels. However, my references suggested that Tamiya kit with late style cannon covers and minimalistic rocket rails was a better choice for that. So I settled on the second Soviet option from instructions, which was a late

war two seater that fought over Eastern Prussia in 1944/45. It was quite a colourful machine with a blue spinner and fuselage band and a striking white painted tail.

The cockpit parts, wheel wells and undercarriage legs were painted with AKAN Steel grey that was used to protect the interior of WW2 Soviet aircraft. It is basically a medium shade of grey. Next, it was time to paint the exterior. First, the surface was degreased and cleaned of various blemishes, then it was airbrushed



with Vallejo acrylic primer. I wanted to simulate the wear and tear on the metal parts so I dry brushed the wings and front part of the fuselage with Model Master Aluminium plate. It was only then that all my additional work really showed up. Now it was time to apply the camouflage, but first please let me explain some facts:

One must really question the Soviet/Russian mindset. Were they really so secretive or were they just plain neglectful? If it weren't for aviation enthusiasts and us modellers, it would be safe to assume that every Soviet piston powered military aircraft was painted in boring dull dark green and light blue. To this day it still isn't 100% known what paints were actually used on Soviet WW2 airplanes and in what camouflage patterns were they applied. It is a sad fact that a nation that once produced record breaking numbers of combat aircraft forgot how exactly they had painted them. Instead, we have to rely on enthusiasts that are searching Eastern European battlefields for wrecks and computer technology and low-quality black and white photos in order to recreate the actual

appearance of Soviet combat aircraft. Luckily for us, there are some well-preserved wrecks that had survived post war years at the bottom of northern lakes which preserved their colours. Another sad fact is that we know almost everything about Luftwaffe RLM shades and Japanese protective primers, despite the fact that they actually lost the war!

The latest research confirms that from late 1943 bombers and attack aeroplanes were painted in 3 tone pattern of dark green, tan and dark grey on the upper sides with light blue on the undersides. I had used Italeri painting pattern as a basic reference to airbrush AKAN and Vallejo acrylics. I used whatever paints looked good enough to me and even mixed some to a degree, so I can't really say what were the exact paints used for this build. What is important is that they looked good enough when compared to the photos of various recovered wrecks and museum aircraft. Masks from white UHU tac were used for demarcation on the fuselage, but the upper camouflage pattern was mostly airbrushed freehand. The spinner and fuselage band were painted in the same tone of blue by using the decal as a reference. I was sorry that I had to paint the tail surfaces white because I liked the 3 tone pattern so much, but I did it anyway. Since white was too clean I had to tone it down a bit with fine sandpaper and some dark dry pastels. For the markings, the Kit decals were used and they went on without a problem.

The only alteration was the





hand painted #2 on the rudder. I just thought it would look better, but a photo of the real thing that I found later (Hate when that happens) suggested that I should have used kit decals instead.

Wear and tear was then simulated by sanding or scraping off the paint on wing roots and various access panels and exposing the Testors metal paint underneath. Additional weathering was achieved by using dry pastels (like burnt umber) and Tamiya smoke for exhausts and gun stains. I have deliberately restrained myself from messing up the upper sides but went hog wild on the undersides because IL-2s operated only from primitive dirt strips with muddy puddles all over and frequently got quite messy. I had mixed some dark pastel powder and tap water and applied that sludge by using an old toothbrush to spray the dirt the way the wheels on the real aircraft would. Since my goal was to depict a very busy aircraft that had just rocketed German lines, returned and was rearmored to bomb them again, I had simulated rocket exhaust stains by airbrushing anthracite grey to simulate the airflow of exhaust gases. Once everything was finished I sealed it all with several coats of acrylic matt lacquer.

FINAL CONSTRUCTION

After pretty much everything was completed and painted it was time to add the last parts. The drilled kit wing cannon barrels were glued along with Pitot tube. The rear machine gun was installed and clear parts were attached with white glue. The antenna mast was glued to the canopy and the antenna wire was made from stretched sprue. The main wheels clicked in their places and two large bombs were hung underneath the wings with straps made from Tamiya tape. I have

read that IL-2 couldn't carry both; the large bombs and rockets, so I've opted for bombs. Also the controls rods for the rudder, ailerons and elevators were replaced by thinner ones made from stretched sprue. The same material was also used to simulate the wing undercarriage indicators.

Exhausts were now added and that was a real pain because they didn't fit that well. In hindsight, I should have glued them on earlier and painted them in situ. The final jewel in the crown was adding that wonderful Vector resin propeller - Et voila! I finally had me a proper looking model of an IL-2.

"I HAVE READ THAT IL-2 COULDN'T CARRY BOTH; THE LARGE BOMBS AND ROCKETS, SO I'VE OPTED FOR BOMBS"



CONCLUSION

Did I manage to beat the Tamiya kit? Was it really worth doing?

Well, yes and no. I did beat the Tamiya kit once at a local contest, but that one had some basic mistakes and even Eduard PE parts couldn't save it from contest judges. And no, I don't think that it was really worth doing. This kit still requires plenty of additional work and a replacement spinner with propeller if one doesn't want to end up with an obviously inaccurate model.

The Tamiya kit is a clear winner that doesn't really need anything extra to make it look better, while the Accurate Miniature/Italeri/Academy/Eduard kit is still a valid option if a modeller is on a budget or just wants to make one of the early versions which which tamiya still hasn't produced/released so far.

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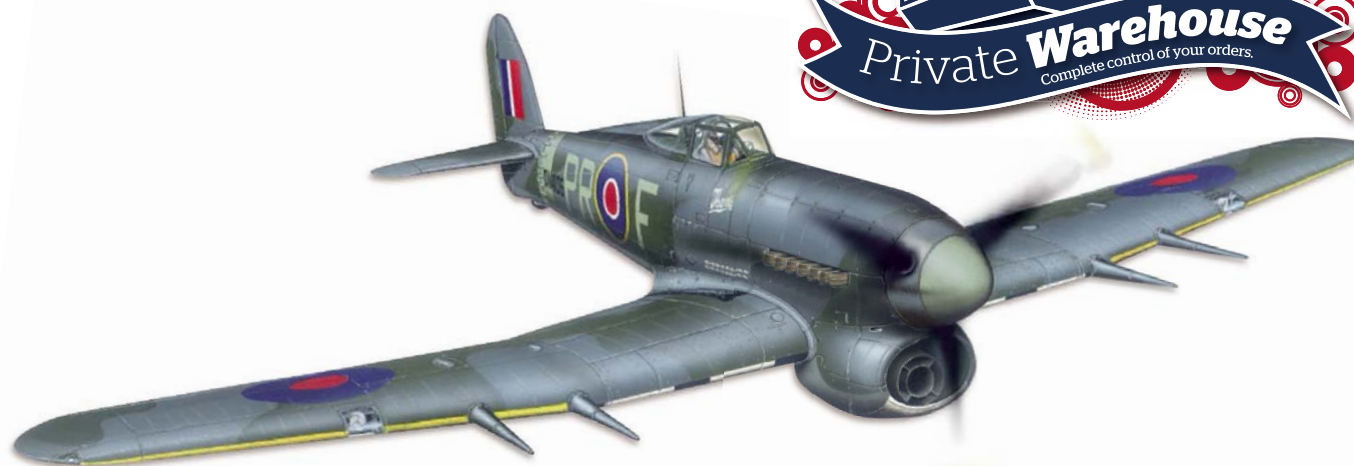
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SOUND OF SILENCE

**Eduard 1/48 Douglas A4-E Skyhawk
by Huw Morgan**

THE IDEA

Issued in Eduard's Edu-art series, this limited-edition issue (of 999) titled Sound of Silence celebrates the postulated meeting of two iconic aircraft of the war in Vietnam; - a Douglas A4-E Skyhawk of Marines attack squadron VMA-311 (BuNo 151046) based at Chu Lai and a MiG 21 PFM (5015) of the Vietnamese People's Army Air Force, 921st Fighter regiment, both from some time in 1968.

Aside from the model content, this Limited Edition is noteworthy for the inclusion of a unique piece of artwork from Koike Shigeo – replicated on the box art, but supplied as a separately packed A2 format print of 480mm x 260mm. Interesting though the premise of these two types sharing the same bit of sky might appear, I'm not too sure of its substance since my references suggest the patchy green camouflage applied to 5015 was a unique experiment, with the airframe recorded at Noi Bai near Hanoi in 1968 and 1972, and the Marines A4's being

used primarily for ground attack in South Vietnam, around 500 miles away. I also failed to find any record of an A4-E downed by a MiG 21 in the period 1968-1972, those lost being the victims of missile or gun air defences.

No matter, the concept is credible, regardless of definitive evidence.

The large box contains two complete kits: Hasegawa's A4-E Skyhawk from 2000 and Eduard's own, more recent MiG 21, both enhanced with Eduard photo-etched parts, masks and a resin seat for the Skyhawk. An enormous decal sheet offers markings for only one of each aircraft, and lots of stencils.

This first segment of a two-part build will tackle the Skyhawk.



The kit decals, whilst for single aircraft of each type, are very comprehensive



This is a very big box, packed with plastic, etched metal, masks and resin

DOUGLAS A4-E SKYHAWK

MANUFACTURER: Eduard

SCALE: 1/48

PRODUCT CODE: 11101

PANEL LINES: Recessed

NO OF PARTS: 105 plastic parts, (plus 57 not for use), 13 clear, 45 photo etched and two resin parts plus masks

TYPE: Injection moulded plastic

STATUS: Reissue

DECAL OPTIONS: 1



Scooter

HEINEMANN'S BANTAMWEIGHT

The A4 Skyhawk needs very little introduction or acclamation as one of the most famous attack aircraft of the 1960's and 1970's. Unequivocally identified with the war in Vietnam, the Skyhawk has accumulated battle honours all over the world, from the Middle East to the South Atlantic. Conceived in the early 1950's to answer an urgent US Navy need for a (cheap) new attack bomber, Douglas' designer Ed Heinemann deliberately reversed the trend towards "bigger is better" and proposed a small, lightweight, uncomplicated airframe built around a powerful engine of the day. Strict discipline in utility and necessity resulted in a minimalist, highly efficient aircraft with an extraordinary weapon-carrying capability and an enviable combat toughness.

The A4-E was the first major development of the type, incorporating two additional wing hard points to increase combat load, and the more efficient, lighter Pratt and Whitney J52 engine; 497 A4-E were built,

primarily for the US Navy and Marine Corps, and they formed the backbone of ship-borne, and with the Marines, land-based attack squadrons operating in the early years of the Vietnam conflict. The aircraft replicated here was from Marines attack squadron VMA-311 Tomcatters, resident at the forward airbase at Chu Lai for its second tour in 1968 and from where they flew ground support sorties. In late 1964, for their first tour, VMA-311 had been one of the earliest units based at Chu Lai when it was a pretty grim, basic place, constantly under threat, with facilities barely above habitable and where the short runway meant that fully-loaded take offs needed RATO or catapult assistance. By 1968 the runway had been extended, and more permanent, secure facilities built.

THE KIT

Eduard's Sound of Silence boxing includes the 2000 Hasegawa tooling of the A4-E, previously issued by Eduard (as EDK1197) in its Vietnam Scooters box. Despite its age, the Hasegawa plastic is

ADDITIONAL PARTS

- Aires resin air brake set (4185)
- Quickboost refuelling probe (QB 48 307)
- Scale Aircraft Conversions Undercarriage set (SAC48019)
- Brassin weapons (SIN 64819)

***“THIS IS A VERY NICE
RENDITION OF THE A4, EASY
TO BUILD, AND OFFERING
LOADS OF FINISH OPTIONS”***

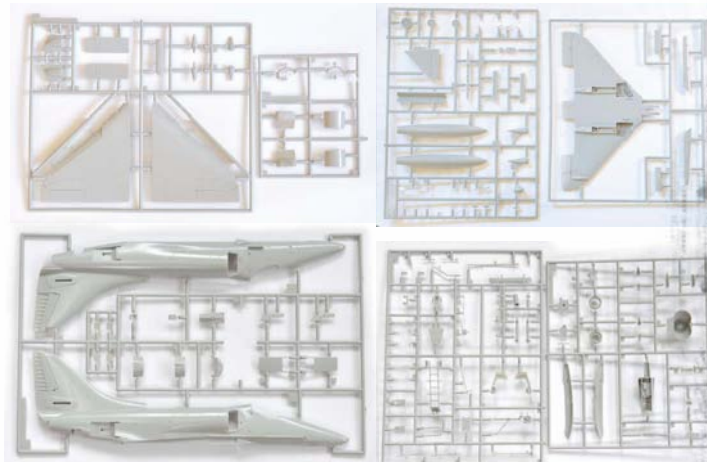
very nice, with crisp, restrained detail and no flash or sink marks, and is enhanced here with an Eduard pre-coloured photo etched sheet, masks and a neat Brassin two-piece resin Escapac seat. The Hasegawa plastic does, in fact, allow either -E or late -E/-F variants (with the dorsal hump) to be built, and Hasegawa's instructions have been re-formatted into Eduard's typical style, colour references are for Mr Hobby throughout. In keeping with the theme of a meeting between two individual aircraft, a single marking option is offered; BuNo 151046, VMA-311, Chu Lai, 1968. As is typical with Hasegawa's own releases, the only external stores included are two rather indifferent 300 US-gal tanks; despite the concept (and artwork) for a bombed-up Skyhawk, no weapons are included.

In addition to the kit contents, I'd also invested in some upgrades, notably the Aires resin air brake set (which also includes the flaps) and a Quickboost resin refuelling probe. Scale Aircraft Conversions kindly supplied a set of metal undercarriage legs.

CONSTRUCTION

Unsurprisingly, construction starts with the cockpit, Hasegawa's raised detail was removed in favour of the Eduard coloured PE for the side consoles and the instrument panel, although decal alternatives are also offered. Also included on PE enhancements are the rudder pedals (love the Douglas engraved on them) sadly these will be hard to see. The cockpit builds into a workmanlike although not spectacular offering the kit's instructions would keep you in suspense on the seat build until much later, but here's no reason not to indulge yourself at this stage, compared to the plastic seat the Brassin resin seat is well worth while, and with the etched belts, builds up easily and looks good.

Before fitting the cockpit tub to the fuselage, the interior was painted Mr Hobby H53 Neutral Grey with the quilting of the flak blankets lining the cockpit sides highlighted using Promodeller dirt wash. Test balancing of the airframe with all the important parts taped in place suggested that around 16gm of nose weight would be enough, although unhelpfully,



The ex-Hasegawa plastic parts are some of the best of the A4 available, cleanly moulded with no flash or sink marks

the instructions offer no guidance. (Do manufacturers actually build their models?) Foolishly, I galloped ahead with closing the fuselage halves without noticing that I'd left out the intake trunking/engine front face (part D12) – a bit of levering and the use of a scalpel retrieved the situation, although the consequent damage to the fuselage mating faces meant that some filler was subsequently needed. (Do modellers read the instructions, Ed?)

The instructions would also have you add the three-piece forward intake trunking parts after the fuselage is assembled. As they're offered, the inner and outer

bodies fit reasonably together but leave prominent seams top and bottom. I came to the conclusion that it would be possible to assemble the outer ducts, fill, sand and paint the internal joint faces, and then add them complete after the fuselage was joined; this way, the unsightly internal seam can be disguised and the outer-to-inner duct joint becomes invisible. After test fitting, I left off the intake duct lips and splitter plates to simplify the painting of the red warning stripes. With the intakes in place, the fuselage can be completed and the parts relevant to the -Echo variant on the spine, fin tip and lower fuselage were added.



The kit provides markings for one aircraft, of VMA-311 Tomcatters, based at Chu Lai around 1968



The Aires air brake set also includes the split flaps, which could be used to model the later spoiler-equipped aircraft



The Quickboost refuelling probe has a more realistic profile

Next up is construction of the wings; the plastic parts allowing for dropped slats (since they were spring-loaded, this was inevitable when the aircraft was at rest) and droppable flaps. I wanted to use the better-detailed resin items which came in the Aires air brake set, and without thinking about it too much, set about cutting out the upper element of the flaps from the wing, - argh! - of course the -E never had the upper element movable spoiler above the flap (it only appeared on the -F) so I could have left the kit's plastic in place on the upper wing part and saved the effort and blood pressure; never mind, it looks quite nice regardless of the cock-up. Having replaced the kit's plastic "spoiler" with the Aires resin, I realised that due to a slightly smaller part, and the width of my saw cuts, the gap to the aileron was rather too prominent and I ended up adding a plastic card shim to the latter to make it look tidy. Having checked the fit, which was very good, I left off the actual flaps and the leading edge slats for separate painting.



The Aires air brake set and the Quickboost refuelling probe offer some finesse compared with the kit parts



The pre-coloured etched sheet is the same as included in the solo Eduard Vietnam Scooters (EDK1197) boxing



The Brass resin seat is a huge improvement over the plastic Hasegawa offering

The upper and lower wing parts fit together without drama, not forgetting to drill holes in the latter for the pylon attachments.

The wing to fuselage fit is excellent, only needing a little easing around the nose wheel bay. The wing root gun fairings didn't fit together however and needed some patient work with a knife and narrow sanding stick to blend them in. At this point, I realised just how vulnerable the leading edge slat mounts were, breaking two in quick succession; if I were to build this kit again, I'd wrap the whole leading edge in masking tape to support them. (and remove it very carefully!) After final assembly I did think that the mounts were a touch too long, meaning that the slats were posed a little too open - ah well, next time.

With the main air frame complete, the smaller details can be contemplated. The relatively simple final Navy/Marines paint scheme of white undersides and control surfaces, and grey uppers mean that complex masking of camouflage demarcation isn't

necessary, so otherwise vulnerable items like blade aerials and RWR receivers can be added now to make sure they're integrated into the final paint scheme. I did leave the dangly bits of the undercarriage and doors since these were due some detailing attention in themselves.

The undercarriage parts are crisply moulded and are certainly usable. I was fortunate to have available the Scale Aircraft Conversions set for the A4, which with some careful clean up offers slightly better detail for the main legs. In the end, however, I went

with the kit's plastic for the nose leg, despite the drawback of the wheel being moulded integrally with the yoke; partly because it would be easier to integrate with the kit's retraction jack and anti-shimmy damper (which the SAC set would require anyway) but also because I had some doubts about the diameter and profile of the SAC nose wheel itself. The kit includes the nose wheel steering parts which became standard on the -F but should be left off the -E, and without the steering bits, there's little to add to the nose leg. The main legs also had extra



The moulded detail is very fine, although inevitably, features like the vortex generators are slightly chunky



The forward fuselage has some fine detail



The main wheel wells are very busy, most will remain painted white, so highlighting and shadows will be important



Here are the kit's plastic airbrakes, - pretty good, although the Aires set to add another level of finesse



The resin seat and the multi-part instrument panel build up in typical Eduard fashion with excellent detail

detail added courtesy of the PE sheet, lead wire for the brake lines, and decal placards scrounged from the spares pile. The undercarriage was painted gloss white and chrome Bare Metal Foil used for the oleo sections. The doors had some PE enhancements added, were painted gloss white inside and out and the red edges painted with a fine brush. The inside of the doors and legs were also given a diluted wash of Pro Modeller dirt.

The Aires air brake assemblies are very impressive combinations of photo etched metal and resin. After initial clean up, all the parts were given a thin coat of white primer and the outside of the airbrakes themselves finished in H315 and masked off. (it's easier to mask the smooth outside surface than the corrugated



inner) The inside of the resin air brake panel and both sides of the PE inner skin could now be sprayed H327 red and the whole lot sandwiched together. With the actuators painted white and chrome, the sub-assemblies were set aside pending final assembly.

Aside from the two-part canopy, clear parts are provided for the approach light and both fuselage and wingtip position/navigation lights, with masks to suit. Eduard's masks fit superbly as always, and having filled in the bulk of the masking with Mr Masking Sol Neo, the windscreen and lights were attached with Pacer Formula 560 acrylic canopy glue. The opening part of the canopy was masked separately, inside and out, and flat black Tamiya XF-1 sprayed on before any primer.

Despite the immediate absence of weapons, I added all five pylons to the wings and centre line station.



Interior side walls have a nice representation of the quilted flak curtains

A4 LOADOUT

To complement their various A4 Skyhawk boxes, Eduard has released a number of individual weapon sets in their highly respected Brassin range.

In the event that a massive loadout is required, they've also bundled a whole raft of them into a huge Big Sin set (64819) which has the following included:

- 648093 Mk82 Bombs, extended fuses (6)
- 648137 Mk82 Bombs, Snake-eye (12)
- 648224 Mk81 Bombs (12)
- 648223 Mk77 Incendiary bombs (2)
- 648226 LAU-10/A Zuni rockets (2)
- 648227 Multiple Ejector racks (3)



There are a lot of bits in the Big Sin set



Zuni and Mk77 made up, the set includes all the placards and stencilling

All the parts are beautifully cast in dark grey resin with a small fret of Photo-etched nozzle rings for the Zuni rockets, and a small sheet of decals and an A3 instruction sheet for each ordnance type.

Assembly is completely straightforward, with the usual cautionary notes about protecting against inhalation of resin dust when sawing parts from their casting blocks and sanding them to size. The location of the joint faces means that extra care is needed to get mating faces square. For the detail-conscious, some research will be necessary to determine specific fuse type etc.

Colours are naturally relatively simple: white for the MER and Zuni bodies, aluminium for the Mk77 and olive drab for the bombs. The decals dress them up nicely and thin washes of black and brown oil paint strategic points add some depth. The Zuni launchers had some smoke stains added using MiG Smoke pastel dust, but the bombs and Mk77 were left pristine; - in the late 1960's Marine units in Vietnam suffered from chronic shortages of ordnance, aircraft frequently departing on missions with half loads, - anything that arrived got used pretty quickly!



MER and bombs built up



The Skyhawk looks like it means business with a nearly full load



"THE COMPLETED COCKPIT FITS INTO THE FORWARD FUSELAGE WITHOUT ANY HASSLE"



PAINTING

Before final painting, the model was prepared using a typical process: Halfords aerosol primer polished using 2000 or 3000 mesh abrasive cloth followed by some restrained pre-shading using dark grey rather than black.

The late 1960's Navy/Marines paint scheme was pretty straightforward and despite some experiments to the contrary, survived the USAF transition to the South-East Asia (TO114) scheme of two greens and tan which was applied through 1968. White undersides and moveable control surfaces (originally intended to attenuate nuclear flash) and Light Gull Grey (FS 16440) upper surfaces were, therefore, the order of the day, in this case, replicated using a Mr Hobby H316 and H315. The upper surface grey was again applied patchily, using the popular "marbling" process of building up the colour from overlays of dots and squiggles, followed by several thin unifying layers of a single colour. The red of the internal areas of flap and airbrake housings, the fin trim and after masking the front boundary layer splitter and intake lips were painted using H327. The rudder of the featured aircraft has a relatively complex scheme, which can largely be achieved by the use of the kit decal but I chose

to paint the entire rudder white first, followed by masking off the white forward section and spraying the tadpole rear using a 50:50 mix of Tamiya XF-3 (Flat Yellow) and XF-59 (Desert Yellow), over which the kit's decal could be applied. Leading edges of the wing roots, slats, fin and tailplanes were masked and painted dark grey (H331).

Although the H316 and H315 are gloss finishes as sprayed, I applied an overall coat of thinned Mr Hobby H30 gloss which unified the surfaces ready for decaling.

Other than for the rudder, the marking scheme is relatively simple, without the plethora of stencils often seen; the decals themselves worked without any fuss using plain water and MicroSol to help them settle, and the whole lot was sealed with a further light coat of H30.

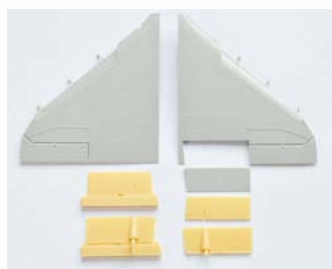
I was in two minds about how much weathering to apply but concluded that these aircraft were subject to frequent rain and permanent humidity and speed of turnaround was the primary concern. Contemporary photographs show heavy gun staining at the wing root and plenty of scuffs and scrapes along the top of the fuselage and wing. I started with the guns, spraying



Here are the interior components, with around 20gm of nose weight added



The completed cockpit fits into the forward fuselage without any hassle



These are the wing and flap components; on the left the as-received wing and the two parts of the Aires spoiler/flap. On the right, the spoiler has been cut from the wing and the resin flap parts cleaned up



Here the airframe is roughly assembled to determine the amount of nose weight needed. Eduard offer no guidance, - around 16 gm seemed enough



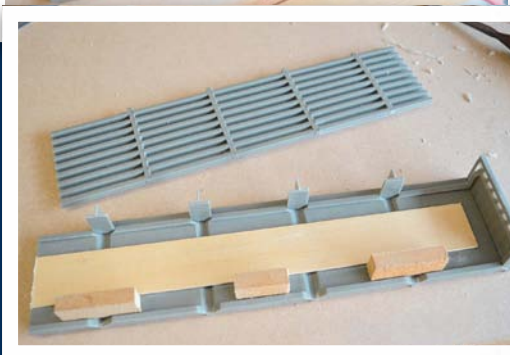
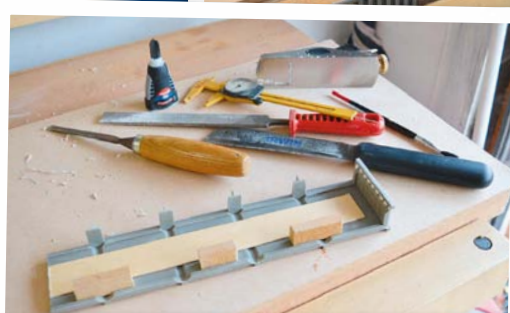
VIETNAM APRON

The conflict in Vietnam was peculiar in that for much of the war, clear front lines and specific battle zones didn't exist, South Vietnam being populated throughout by the Viet Cong guerrillas and infiltrators from the North. This meant that fighting went on all over the place, and aside from the understandable dangers while airborne, American and South Vietnamese fliers faced serious risks from mortar or gun attack whilst on the ground at their home bases. With space at a premium as the war effort built up, there was an urgent need for some kind of protective revetment to house the aircraft.

Early constructions used 45-gallon oil drums filled with earth stacked three high and strapped together but a purpose-made modular revetment was quickly designed and tested at Eglin Airforce Base. Each module was a 12 foot by 10 foot, 5.5-foot thick steel bin with corrugated faces which could be filled with rubble or earth, these being bolted together on site into "standard" revetments 105 feet long by 90 feet wide.

New producer USAF Line are marketing a range of resin kits to assemble into 1/48, 1/72 or 1/144 scale revetments of varying lengths and we took and initial look at these in the December issue of Sami; the kit used here (USF48-601) provided double-width and single-width panels capable of representing up to 50 linear feet of straight wall, and there are clear instructions on how to assemble them.

The kit pieces are reasonably well cast in a grey resin and need the usual clean up to remove the remains of casting blocks. Assembly will be made easier if care is taken to keep edges square, and given the size of the 1/48 scale pieces I had, I reverted to using woodworking tools rather than scalpels! When it comes to assembly, resin casting limitations means that there is some minor size variation, so it's worth matching parts where possible. I assembled my chosen lengths of 5 panels separately and to add some strength, backed them with thin wood strips. The side panels are joined with resin bridging pieces and end pieces, and again



I chose to stiffen the assembly by glueing in some blocks along the bottom edge, 18mm MDF being a perfect fit! The design allows for the top of the bins to be filled in with individual plastic pieces, but I cut a single strip of 1mm plastic card to run the whole length and made new dividers between the bins.

After cleaning up the joints and faces, I painted the whole thing with Halfords grey primer and sprayed it with a patchy coat of Vallejo acrylic Dark Aluminium (77-000) which simulates the dull bare metal finish of the real thing rather well. To fill the tops of the bins I mixed some burnt sienna acrylic poster paint with Polyfilla and dumped it in, scattering some fine gravel over it as it set. I finished with MiG Vietnam Earth pastel dust to blend in the gravel, and stain the side walls.

The revetment was used on a simple base made from 9mm MDF board, painted greys and browns and with a matrix of concrete joints scribed into the surface and coloured with a permanent marker. Some Burnt Umber oil paint stains dropped and flicked on completed the effect.

Thanks to Chris St Clair at USAF Line for the sample.

- www.usafline.com
- info@usafline.com



The rudder pedals have PE additions, incorporating the Douglas brand name, - shame they're invisible in the finished model



The intake ducts come in three parts, unfortunately resulting in unsightly seams which are difficult to clean up



The resin flaps fit well on their actuating arms, note here the plastic strip added to reduce the gap to the ailerons.



Photo etched parts help with better detail definition on the nose wheel door



The respective kit and SAC metal undercarriage parts. The differences in nose wheel are very apparent, as is the fact that the plastic nose wheel retraction jack, shimmy damper and main wheel struts would need to be used with the SAC metal set.



All dressed up. Having had some bad experiences with unintentional overspray, the airframe was heavily masked (yes, it weighed a ton) in preparation for the dark grey leading edges, and the red in the airbrake and slat housings

The main airframe nearly ready for paint. The smear of filler on the spine is more my fault than the kit's



The kit's gun barrels were drilled out and the photo etched muzzle brakes rolled to fit around a suitably sized piece of wire



Here are the finished air brake and flap parts of the Aires set

to dirty up the tyres, fuel tank filler and various fuselage vents. A light coat of 50:50 Mr Hobby H30 Clear and H20 Flat Clear gave an appropriately worn look.

DOTTING I'S AND CROSSING T'S

Final stages involve fitting the undercarriage and all the minor additions of aerials, mirrors, pitot tubes and the guns, themselves nicely enhanced by PE muzzle brakes.

To remedy the lack of weapons, Eduard kindly provided their Brassin weapons set SIN64819 which includes all the likely options of Mk 81 and 82 slicks or Mk 82 snake-eye bombs and Multiple-ejector racks, Mk77 Incendiary bombs and Zuni rocket launchers. Whilst most Skyhawks in Vietnam were seen carrying combinations of slick and snake-eye bombs, for a change I built and fixed the LAU-10/A Zuni rocket launchers, and Mk77 Incendiary (Napalm) bombs to represent a very specific ground support role. (See side bar p.21).

Tamiya X-19 Smoke in gradually increasing layers to build up a stain in front of the guns and under the intakes, and used very dilute Smoke to simulate oil stains from flap and slat hinges and the cannon ejector chutes. Upper surfaces were treated to a pin wash of AK Interactive Paneliner for grey (AK2072) which was scrubbed off before it dried with white spirit-

dampened kitchen towel. The undercarriage and wheel bays were washed with Pro Modeller dirt, which again was mopped out with cotton buds before it dried. AK Interactive Streaking Grime (AK012) was dotted onto the upper surfaces and dragged in the direction of airflow or gravity with a broad flat brush. Finally, various pastel colours were used





A shiny airframe just waiting for decals, note the missing slat actuators on the starboard wing!



"HASEGAWA'S A4-E HOLDS UP WELL IN THE CURRENT CLIMATE, DESPITE ITS 12-YEAR AGE"

CONCLUSION

Hasegawa's A4-E holds up well in the current climate, despite its 12-year age and well-worked moulds. The Eduard PE and resin upgrades are well worthwhile and even if I was on a tight budget, I'd go for the Aires air brake/flap set since it adds real depth of detail. Overall, this is a very nice rendition of the A4, easy to build, and offering loads of finish options outside the Limited Edition should you want to. The lack of ordnance in the box is annoying, given the otherwise complete package. Highly recommended.

Thanks to Eduard for the set

and the Brassin bits, and to Ross at Scale Aircraft Conversions for the metal undercarriage parts.

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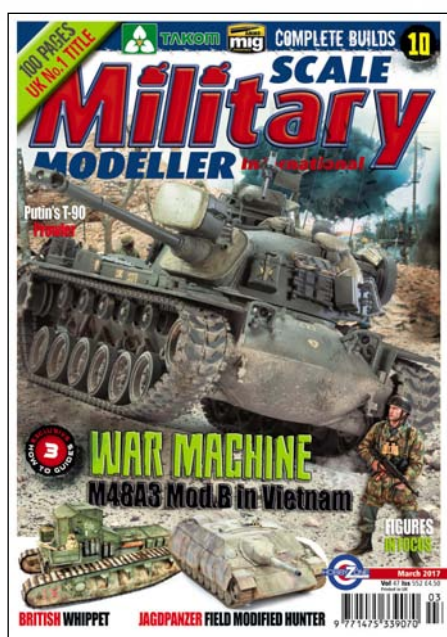




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AN ACT OF DEFIANCE

Airfix 1/48 Defiant Mk.1 by Jay Blakemore

In the years leading up to the Second World War, it was anticipated that the RAF would require new fighter types to counter the modern, monoplane bomber designs that were then emerging and which promised to out perform the fighters then in RAF service.

By 1935 the RAF had evolved the concept of a turret-armed fighter that would allow its pilot to concentrate on manoeuvring his aircraft into a favourable position amongst an unescorted, attacking bomber formation, whilst the rear gunner engaged the enemy. In April of that year the Air Ministry issued specification F9/35, which called for a two-seat day and night "turret fighter" capable of a speed of around 290 mph at 15,000 ft. The aircraft was to be of clean, monoplane design with its armament concentrated in a power operated turret and with a performance approaching that of other fighter designs that were emerging at that time. Of the seven competing designs to emerge, it was the one tendered by the Boulton Paul Aircraft Company that was eventually to become the Defiant. Given the company designation of P.82, the proposed fighter would be similar in both size and appearance to the Hurricane fighter then in production for the RAF, though it would be 1,500lbs heavier than Hawker's more conventional design thanks to the additional weight of the mid-fuselage turret. The first P.82 prototype made its maiden flight on 11 August 1937, nearly a year ahead of its closest rival the Hawker Hotspur, though it lacked its turret. Delays ensued and it was another nine months before official acceptance trials began with the second prototype, by which time Boulton Paul had already received an initial production order for 87 aircraft. Fitted with a turret and powered by a Merlin II engine, the second prototype attained an impressive top speed of 302mph. The new fighter also displayed favourable flight characteristics and proved itself to be a stable gun platform. On 30 July 1939, the first production

Defiant, L6950, made its maiden flight, commencing official trials with the Aeroplane & Armament Experimental Establishment (A&AEE) two months later. Due to delays caused by the protracted development, however, only three production standard aircraft had reached the RAF by the outbreak of war, and already the usefulness of such an aircraft was in doubt. Despite those doubts, by January 1940, over half of the original production order had been completed, with follow on orders having been issued in 1938 and 1939. Defiant production was sustained mainly for economic reasons, and a total of 713 Defiant Mk.1 aircraft were eventually produced.

By March 1940, both 264 and 141 Squadrons were operational with the Defiant. The first operational sortie was flown on 12 May 1940, during which a flight of six Defiants, escorted by six Spitfires of 66 Sqn, encountered and destroyed a single Ju88. The following day Defiants claimed four Ju87's, but were themselves attacked by the escorting Bf109's and lost five of their number despite their Spitfire escort. On the afternoon of June 19th, nine turreted fighters of 141 Sqn were scrambled from RAF Hawkinge to intercept a formation of Bf110's, which were attacking ships in the English Channel. As the British fighters crossed the coastline they were set upon by Bf109's from III/JG51. The Messerschmitts attacked from out of the sun, their guns blazing, and within minutes six of the Defiants were falling in flames. Having lost half of its effective strength in a single engagement, 141 squadron soon found itself transferred to Scotland to reform and re-equip, and 264 squadron quickly followed having been withdrawn from the battle. Within the month the decision had been taken to remove the turreted fighters entirely from the RAF's daytime fighter strength.

The perceived vulnerabilities of the Boulton Paul Defiant had been dramatically and tragically proven, though the turreted fighter would take to the skies again in defence of Britain, though this time painted black and shrouded by night.



FIRST IMPRESSIONS, COCKPIT & TURRET

Typical of recent Airfix releases, the Defiant Mk.1 is moulded in a matt textured, light blue/grey plastic with crisply recessed panel lines and some nice raised fastener detail on the cowls. The panel lines are more subtle than I have come to expect from Airfix in recent years, though they are probably still a bit on the deep side for contemporary tastes. There are no subtle lines of sunken rivets to be found on the airframe exterior, however, as one might expect to see on models from the best of today's Eastern European manufacturers, and which feature prominently on the real aircraft as well as on the superb box-top artwork. But that minor quibble aside, the

box contents looked enticing, and comprising of only 114 parts, Airfix's new Boulton Paul Defiant promised to be a relatively quick build even with the inevitable after-market items that I intended to add.

Construction naturally begins with the cockpit and disappointingly there is some flash immediately evident on the lattice structures that line the cockpit sidewalls, as well as one or two prominent ejection pin marks that need filling the moment construction begins. But in the cockpit to there is some wonderful detailing, such as the tiny control levers on the port sidewall and the delicate two-piece cradle that supports a nicely moulded seat with subtle back-

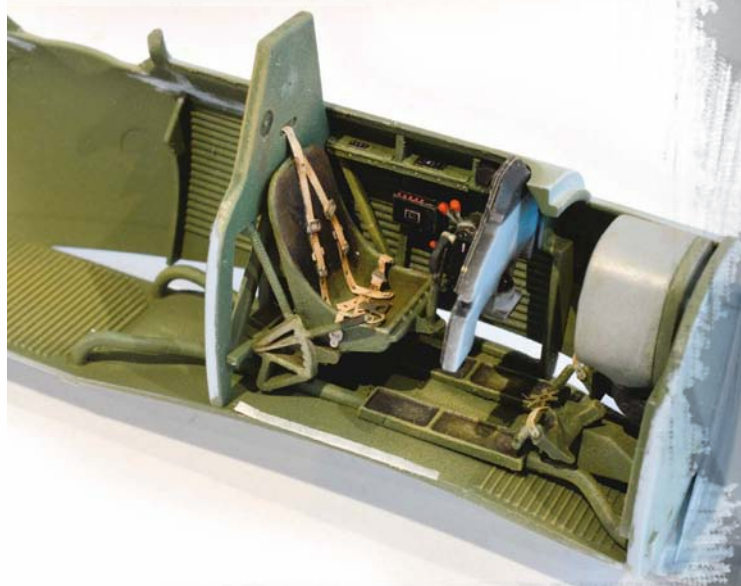
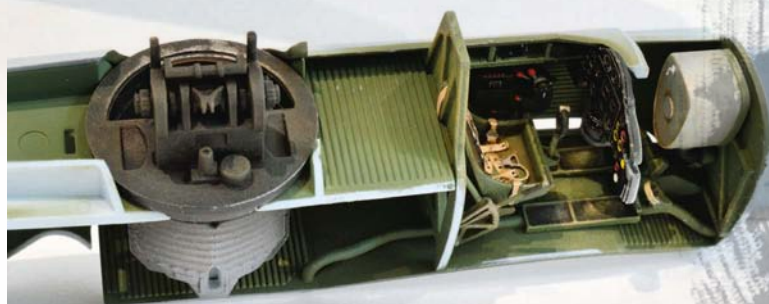


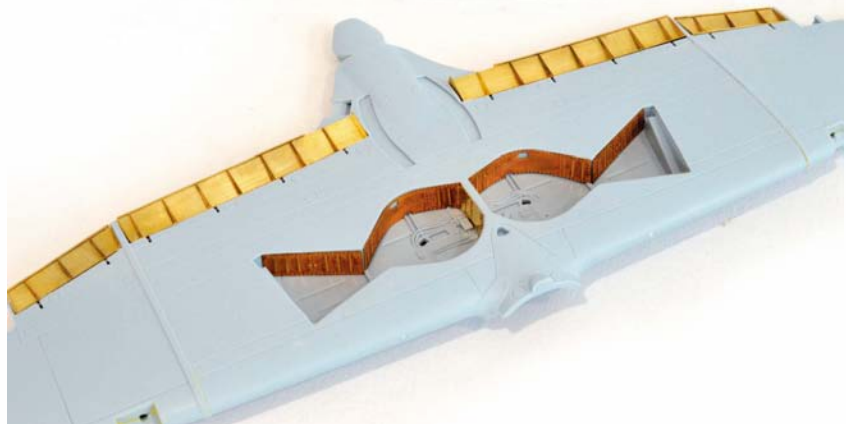
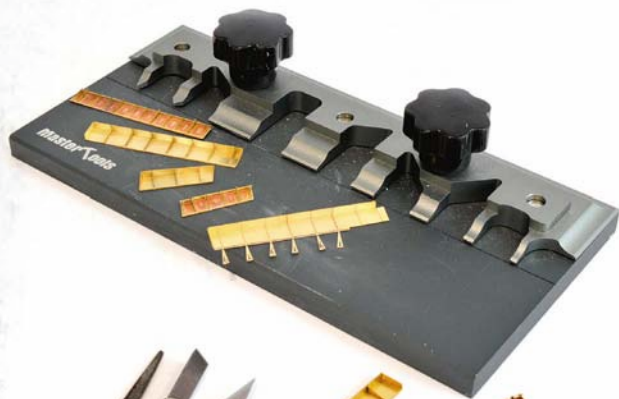
"THE AIRFIX KIT HAS BEEN MASTERFULLY ENGINEERED"



cushion detailing. Looking at these delicate mouldings makes one realise just how far Airfix has come since their rebirth in 2007. Just seventeen parts go to make up the fuselage interior, and for once the raised detail on the plastic looked far better than the printed detail contained in Eduard's Detail Set #49753, that I was planning on

using. The Eduard set comprises two etched frames, one in colour and one not, which contain additions for the cockpit, the turret and the wheel wells, and it is a set worth having for there are some useful additions contained on the metal frets. But the printing on the colour etched fret is disappointing; the side-wall instrument panels being merely nondescript and featureless black squares devoid of printed detail, and so I left much of the original, raised plastic cockpit components in place and selectively used only those etched parts that would enhance the kit. These included the riveted floor panels, seat harness, additional side-wall control levers and plaques and the very nicely printed, etched control panel.





As well as those highly visible cockpit details that I have mentioned there is an impressive amount of detail which will be all but hidden from view once the cockpit is complete and the fuselage halves are closed-up. Typical is that on the cockpit floor, which extends back and beyond the pilot's back armour and features some nicely ribbed detailing that may just be glimpsed beyond the turret foot-plates once the turret is in position. The turret to is adequately detailed. Comprising twenty parts, the turret features ammunition boxes, a compressed air bottle, controls and the gunner's seat and foot plates, much of which is completely or partially hidden once the turret is in place. Such is the quality of the hidden detail

on the turret that one is almost tempted to display it separately. The Eduard set adds to the kit's detail with printed etch clock-faces, consoles, placards and levers. There is brass detailing too for the machine gun mounts and the gunner's seat cushion and harness. The four turret-mounted machine gun barrels supplied in the kit are adequate, though they require the nozzles hollowing-out. I chose instead to replace them with Master, turned metal Browning .303 calibre barrels, which are simply beautiful. I tend

to use Master gun barrels on everything I build these days.

One small anomaly in the Airfix instructions concerns the pilot's control column or joystick, which is illustrated back to front. The stick-mounted firing button should be on the left-hand side of the stick and not on the right side as illustrated; which observation should raise a few eyebrows. It might be supposed that in a turret-armed fighter with no fixed forward firing armament, that the pilot would not actually need a firing button as his rear gunner would be in sole charge of the electrically operated guns. But in fact, the turret mounted guns could be fired by both members of the crew. The gunner had control of a master fire switch with which he could select either the 'gunner' or the 'pilot' position to nominate control of the weapons. For the pilot to take control, the turret had to first be traversed to face the front of the aircraft and the machine guns locked in their forward, level firing position. With the master switch then turned

to the 'pilot' position, the pilot assumed full control of the guns by way of the 'alternative' push button on the left hand side of his control column: Which is certainly an interesting idea in theory, though as the lower of the four machine guns would then have to fire forward through the propeller arc, would perhaps not have been such a great idea in practice.

FLAPS & WHEEL WELLS

The wings are made up of five parts; a central lower fuselage section which includes the wheel bays, two upper wing halves and a pair of lower, outer wing halves. Within each wing, there is also a separate, rectangular box frame, that when cemented in place, gives the wings structural strength and aids in positioning the individual wing sections. The resultant wing structure promised therefore to be a fairly strong assembly, but I





was about to change all of that. To fit the Eduard Landing Flap set #48877, I obviously had to remove the moulded flap detail, which effectively required that I cut off almost the entire rear edge of the lower wings. The Airfix styrene is quite soft, and removing the flap detail with a fresh scalpel blade was a relatively stress-free process, though I had taken the precaution of protecting the lower wings with lengths of thick Dymo tape before cutting into the plastic. I had also taken the precaution of pre-assembling the seemingly complex Eduard, brass flap assemblies in case they proved problematic. They actually went together with little fuss, and dry fitting indicated that the assembled

brass flap bays would slot perfectly into the cut-out sections of the wings, and so I set them aside until construction of the airframe was complete so as not to damage them. The wings, once they were cemented together, actually proved to be extremely rigid despite having been chopped-about, thanks to that ingenious inner box-frame.

The wheel wells are an integral part of the central lower wing section, and they are wonderfully deep. They feature some rudimentary wiring and electrical box detail on the flat bay-roofs, but the deep well-walls are devoid of any detail. The Eduard etched set rectifies this deficiency, with brass panels featuring rivet and panel detail for each well-wall, and inner panels and small brass actuating levers for the inside face of the inner undercarriage doors. The two plastic inner doors are thickly moulded,

however, and so I chose to glue the etched inner door panels to a sheet of plastic card and created my own undercarriage doors which were far thinner and look more to scale than the original items.

TRANSPARENCIES & AIRFRAME

As is becoming my standard practice with wartime RAF

subjects, the cockpit interior was initially given a coat of Alclad grey primer followed by Alclad Airframe Silver lacquer. Once the lacquer was thoroughly dry, I airbrushed a darkened mix of Interior Green over the entire area, utilising Colourcoat's RAF Interior Green ACRN28, as the base colour. With the Interior Green mix partially dry, I proceeded to remove some of the enamel from exposed surfaces and edges within the cockpit to reveal the Aluminium beneath, particularly in those areas on the real aircraft that would regularly receive knocks and wear from constant use. Once the enamel was dry, I then added dry-brushed highlights in lighter shades of Interior Green.

The turret interior was treated similarly but painted black. There are alternative parts included on the transparent sprue which allow the option of posing both the cockpit and the turret transparencies in the open position, and so any extra work done in these areas is not wasted.

Once the interior was assembled, painted and varnished, it was time to think about closing-up the fuselage halves. There is a separate mid-deck insert that when in place, extends fore and aft of the turret and which needs to be cemented in place before the fuselage halves are closed-up. The fore and aft sections of this deck are moulded as a single piece by



the simple expedience of two, thin struts that must be removed once the deck is set firmly in place. The temporary struts are a clever idea that ensures the correct spacing of the two mid-deck sections thus ensuring that the turret will slot between them. According to the instructions, the completed turret assembly should simply drop into place through the opening in the upper fuselage once construction has been completed, though dry fitting proved this not to be the case. With the fuselage halves clamped temporarily together it proved impossible to push the turret into place no matter in which direction I rotated it and no matter how hard I pushed. Fearing I would break it, I therefore reluctantly decided to cement the fuselage halves together with the main body of the turret already in place. The fuselage is split vertically into two, single-length halves, though the rear upper fuselage is moulded as a separate insert which can be posed either in the raised or the retracted position. My photographic references suggested that the upper deck and turret were left in a number of positions when the aircraft were parked, though if you want to pose the clam-doors in the open position to display the turret interior, then the turret needs to be facing starboard with the clam doors over the port wing. It should be further noted that so snug is the fit of the turret once the fuselage halves have been cemented together, that rotation of the turret is all but impossible. Care should be taken therefore to pose the turret in the position you want it in when the model is finished.

The wings simply butt-fit against the lower fuselage and once the cement has hardened, the wing root joint is seamless and very strong. With the wings in place, the tailplanes, flight control surfaces and rudder can be fitted. The elevators, ailerons and rudder can all be posed as you choose, and they are wonderfully moulded with delicate trailing edges. The rib and fabric detail is restrained

and very convincing. A small amount of filler was required along the tail-plane joints, and along the edges of the underslung radiator housing and the nose mounted intake, but otherwise there was minimal cleaning up required before the airframe was ready for its base-coat.

WAR PAINT

Following a base-coat of Alclad grey primer, I again airbrushed a coat of Alclad Airframe Aluminium over the nose and along the wing leading edges. Once this was dry, I covered the entire airframe in a dark brown shadow-coat, though avoiding the nose and wing leading edges. I usually begin the camouflaging process by airbrushing the darkest colour first, which helps to keep masking to a minimum. I, therefore, began by spraying Colourcoat's ACRN09 Dark Green enamel, free-hand, over the shadow-coat, allowing a hint of the darker colour to remain visible at the panel edges. I left the dark green enamel to dry overnight before utilising Blu-Tak 'sausages' to recreate the camouflage pattern. I used Colourcoat's ACRN10 Dark Earth to finish the upper surface camouflage, again leaving a hint of the shadow-coat visible in selected areas. Thin rolls of Blu-Tak were once again utilised to create a soft edge demarcation line between the upper camouflage colours and the under-surface Sky. Once all of the basic camouflage colours had thoroughly dried, I began the weathering process by airbrushing patches of lighter filters over the upper surface camouflage, allowing the two colours to merge in areas of heavy wear.

Once I was happy with the weathered appearance of the airframe, I sprayed several generous coats of gloss varnish over the upper surfaces to seal in the paintwork and prepare the way for the decals.

Having allowed the varnish to cure overnight, I utilised Micro-Mesh clothes over the entire upper



surface until it was smooth and matt in appearance. This wet-sanding stage eliminates the ridges inevitably created when using masks – even soft-edged masks – to recreate camouflage patterns, and smooths out any undulations in the paintwork that might create air-pockets beneath decals that inevitably leads to silvering. The areas to receive decals would be further wet-sanded with 3,200-grade cloths to bring the surface to a high gloss shine.

MARKINGS

The small Airfix decal sheet looked very nice indeed; featuring wonderful depth of colour, lots of stencilling and a pair of Battle Of Britain period colour scheme options that were exactly what I wanted. I, therefore, saw little point spending money on an aftermarket decal sheet. On application, however, the Airfix decals proved to be incredibly stubborn: Not so much thick as unyielding, the national markings, which were the first decals that I applied, refused to settle into the kits over-deep panel lines even after copious applications of decal softener. I resorted to coaxing the softened decals into the recessed details with a cocktail stick but still to no avail, as once the softener had evaporated the decals simply sprang back to their original state. Eventually, I sliced through the roundels along the panel lines with a scalpel and applied more softener and yet more pressure to try and coax the decals into shape, and still they would not yield. I applied yet more decal softener and left them overnight, but in the morning the most of the decals had still stubbornly refused to settled into the recessed surface detail. I decided, therefore, to remove the upper wing roundels and the tail flashes entirely, though I left the yellow-edged fuselage roundels in place as they had adhered to the slightly curved edges of the single,

horizontal panel line that dissects each side of the fuselage. The code letters too settled perfectly to the smooth, curved fuselage sides, and so I made the decision to paint those markings that I had removed.

I used single, pre-cut masks from the Pmask National Insignia Set Po48001, to mask-off the upper wing roundels, and simply used cut strips of masking tape for the fin flashes. The secret to successfully utilising hard-edged masks when airbrushing is to avoid flooding the areas to be painted, but build the colours slowly; applying multiple thin coats rather than trying to rush the job with a single, heavy coat. The process proved successful and the finished markings looked convincingly weathered and more authentic, I felt, than the decals.

DEFINING MOMENTS

With the markings applied I now added the undercarriage, before attempting the job that I had been dreading: fitting the fragile Eduard flaps. Each of the main flaps has four actuating arms, and the outer flaps two each. These





are represented on the Eduard etched fret by tiny, thin metal strips which once cut from the fret, need folding over on themselves. These thin 'arms' are the only support that the flaps have, there being no other means of securing them to the wings. First if all, therefore, the flaps were butt-fitted to the rear edge of the lower wings by the simple expedient of wedging them into the metal boxes formed within the wings by the Eduard inner flap bays. Super-glue was then allowed to run the length of the flaps. Once they were secure, the actuating arms were then slotted into place along the back edge of the individual flap sections, and one by one they too were super-glued in place. Once in place, the row of open flaps promised to be somewhat precarious, though once the super-glue had hardened, they seemed solid enough.

With the flaps in place, I then carefully removed the cardboard mask that covered the turret and attached the quadruple machine

guns. The undercarriage was tackled next, and once I had cleaned the paint out of the locating holes in the wheel bays, the undercarriage legs slotted firmly into place with no fuss. The resin tail wheel was pressed home next and then the beautifully cast and detailed Barracuda Studio wheels were pushed onto their axles, and then rotated so that the model sat correctly on the weighted portions of the tyres. The bay outer doors were now cemented directly onto the undercarriage legs and the scratch-built inner doors with their etched details were super-glued in place against the lower wings. Lastly, the two thin aerial masts were fitted to the lower fuselage and the airframe was ready for a final coat of eggshell enamel varnish.

FINAL THOUGHTS

It has been a few years since I last built an Airfix kit, and I have to admit to a feeling of nostalgia

each and every time I glimpsed the familiar red and white Airfix logo during this build. That logo had been an important part of my childhood, and I made a mental note not to overlook the UK manufacturer when planning future projects.

The Defiant Mk1 was a thoroughly enjoyable build, even with the added complications of the Eduard flaps. The Airfix kit has been masterfully engineered, and with the exception of the turret, goes together as outlined in the instructions with minimal fuss and next to no filler required. The turret cannot be retrofitted as described in the instructions unless alterations are made to the fuselage. Adding it instead before the fuselage halves are closed presents few problems during the remainder of the build, as long as one is careful. Indeed, the circular cardboard cover that I built around the exposed upper portion of the turret to provide protection, proved to be an immensely useful handle with which to move the model around during painting, and if I built another, I would do things the exact same way. As

I write my final thoughts on the Defiant Mk1, it is only a matter of weeks since my attendance at the Telford show, and I have to confess to being rather excited about the future releases from Airfix that were revealed at the show. As for the Defiant Mk1, I would recommend it highly.

Appendix

- Eduard Big Ed: BIG49148 containing:
- Landing Flaps: 48877
- Detail Set: 49753.
- Master: AM-48-026: Browning .303 calibre barrels.
- Barracuda Studios: Main Wheels & Tail Wheel Set: BR48308
- Eduard Pre-Cut Masks: EX490





QUICKBUILD

DANISH SAI KZ II TRÆNER

S.B.S Model 1/72 Danish SAI KZ II Træner
by Tim Upson-Smith

I previewed this kit in the November 2016 issue of SAMI and it is fair to say that I liked what I saw. If you did not see my preview I gave a little background to the type as it was not one that I was previously aware of. For this Quick Build I will present again the background history of the type:

"The SAI KZ II was a sports aircraft built in Denmark in 1937, produced in three major versions before and after the Second World War. In its original form, designated the Kupé (Danish: "Coupé") it was a low-wing cantilever monoplane of conventional design with fixed tailwheel undercarriage and two seats side-by-side under an enclosed canopy. the fuselage structure was of steel tube, skinned in plywood and fabric, and the wings were wooden with plywood covering and could be folded back along the fuselage for transport and storage.

This was followed by the aerobatic KZ II Sport with a revised fuselage design, placing the two seats in separate open cockpits in tandem, and a dedicated military trainer version along the same lines, the KZ II Træner ("Trainer"). This latter type was first produced in 1946, as a step towards rebuilding Denmark's air force after the war. They remained in service until 1955, when nine examples were sold into private hands." https://en.wikipedia.org/wiki/SAI_KZ_II

Whilst I was building the kit I did some further research on the type whilst I was deciding on which colour scheme to finish my model in. Whilst doing this I discovered that a canopy was added to at least two civil versions, somewhat in the style of the DHC Chipmunk and that the second option SBS provide had its wings slightly clipped and squared off. This is shown on the colour three view in the instructions but no further mention of this is then made so if you pick this option some basic converting is needed. I also discovered that the third all yellow option is given by SBS (OY-FAE), has recently been restored back to it's 1946 appearance, but more on this later.



DANISH SAI KZ II TRÆNER

MANUFACTURER: S.B.S Model

SCALE: 1/72

KIT NUMBER: SBS7007

DECALS: 3 Markings options

PARTS: 42 grey resin, 2 Clear resin, 12 Photo -etch, 1 negative film

CONSTRUCTION

So on with the build, once the minimal casting blocks were removed and the parts washed, construction began in the cockpit. No interior colour

notes are given so I opted for a light grey, with black instrument panels and a wood top to the control columns. It was after I had installed the cockpit floor and seats to the right-hand side fuselage half that I found some online pictures of the cockpit of OY-FAE. These showed that the upper half of the fuselage interior was painted black, as I had not closed my fuselage up I painted mine black too to match.

As an aside, I have a few resin kits in my stash, some now quite old, but when I got them I thought they were pretty good, despite having to virtually carve the parts yourself out of the casting blocks. Resin kits have come a very long way in the last few years, so much so that this kit even has location tags on the fuselage halves to aid alignment! Yes, I did need to use a tiny amount of filler on the join, but that may have been due to slightly over enthusiastic cleaning up on my behalf!

Two separate cockpit doors are provided, which I opted to

**"ONE OF THE NICEST AND
EASIEST RESIN KITS IT HAS BEEN
MY PLEASURE TO BUILD"**



pose closed as I felt they were a little too thick to pose open convincingly. The wings and tail planes went on next with no issues whatsoever, due to very positive locating tags and pins. I used some filler around the wing

roots as on the real plane this area is smooth with no visible joins showing. There are, on either side of the wing root, two raised circular patches, (filler ports?), in my cleaning up of the filler I accidentally sanded these off on one side, so I removed all of them and replaced them with two circles punched out from thin plasticard. Up to this point, I had left the nose of the aircraft off, thinking that it would be easier to paint the

red training patches of OY-FAK, the second option on the colour scheme sheet. As this attractive option was the scheme I had decided on but I decided to deviate a little from the colour options.

The schemes provided are:

- Option 1: '119' Royal Danish Air Force, Flyveskolen Avnø, 1946
- Option 2: OY-FAK Dansk Veteranflysamling

- Option 3: OY-FAE Civilian register, Denmark 1978.

The first two options are overall aluminium with red trainer bands, the third option is all over yellow.

It was in doing my research, that I discovered that the second option, although on the civil register and restored back to an





almost original colour scheme, it still retained slightly clipped wings. I did not fancy cutting the wings back so that option was out. I quite fancied the yellow scheme of OY-FAE, so I started Googling images of it and I discovered that this plane has now very recently been restored to a 1940s scheme. There was, however, one difference it now lacks the red trainer bands. Anything that makes my modelling easier is always a good thing.

As the engine block no longer needed to have the red patches added it was now glued on as were the undercarriage legs, the canopies masked off and a coat of Halfords grey sprayed on. A little cleaning up was required and another coat applied before the final rub down and the application of the aluminium paint.

PAINTING AND DECALING

I have been using an airbrush for about 8 years now, but aluminium dope is a colour that I still like to brush paint. I use Revell Aqua Color Aluminium and a Daler Rowney Gold Taklon Synthetic flat shader brush. The paint is then brushed in all directions ending with the direction of the airflow, one coat usually suffices but on this occasion, the model received two coats.

The paint on the engine cowlings was not worked with the

wearing 119, but please don't tell!

OY-FAE has its civil registration under the tailplane, so I used the decal from OY-FAK suitably altered. The detail painting then followed, black leather cockpit coming, black tail wheel yoke and hub and black hubs for the main wheels. I tried something I had not done before for the matt black walkway on the wing root, on the decal sheet a silver and black striped walkway is provided for the all over yellow OY-FAE, but I needed just plain black, so I cut off the carrier film and sprayed the decal image with



brush as much and subsequently has a shinier appearance, more appropriate to painted metal. As aluminium was the only colour, a gloss coat of Johnsons Klear was now brushed on, then left to dry overnight before the decals were applied to match my chosen subject, OY-FAE as she appears now. I had to deviate again a little with the nose numbers as OY-FAE wears 111, but I did not have enough 1s so mine is

matt black and when it was dry applied it in the usual manner. This was much neater than anything I could paint, and a lot quicker and easier! I shall be doing this again. With all of the easy to knock off bits attached my model was finished, and ended a very pleasurable modelling experience.



**"IF YOU A LOOKING FOR SOMETHING
A LITTLE DIFFERENT AND A FUN
EASY BUILD, THEN THIS KIT
COMES HIGHLY RECOMMENDED"**



CONCLUSION

For me, this was indeed a quick build which offered a welcome distraction from Christmas and New Year celebrations. Without wishing to be too over enthusiastic about this kit, it is I have to say one of the nicest and easiest resin kits it has been my pleasure to build.

Whilst the subject may be a little obscure, in building this model I learnt a little more about

an aircraft I was unaware of, tried something new and enjoyed the build which at the end of the day is all we can ask for from a modelling experience.

If you a looking for something a little different and a fun easy build, then this kit comes highly recommended. My thanks to SBS for supplying this kit for review, I look forward to seeing what else they do next.





NEW LAMPS FOR OLD? ETIHAD AIRBUS

Revell 1/144 Airbus A-320 by Huw Morgan

The Airbus 300 family must rank as one of the most successful civil aircraft designs of modern times. Delivered in a bewildering range of capacities and aerodynamic and power variants, there'll be few people who have undertaken even a modest number of commercial flights who haven't ridden an A-3xx.

Etihad Airways are the national carrier of the United Arab Emirates based in Abu Dhabi, founded in 2003 and currently operating a mixed fleet of 127 aircraft. The airline has 23 A-320 on its books with an average age of around 6 years and ordered 10 of the A-320neo (new engine option) version in 2014.

This kit is a bit of an odd mix; the plastic is Revell's 1999/2000 issue and represents an airframe of that era with the old-style small winglets and CFM-56 engines,

while the decals are for the very latest Etihad scheme created by leading brand consultants Landor Associates. The new livery is inspired by traditional Emirati design patterns, the landscapes and colours of the desert and the geometric shapes found in the modern architecture of Abu Dhabi. The scheme will be gradually rolled out across the fleet in the next few years.

Although the decal sheet appears to contain the serials for all the A320 aircraft currently in the fleet, the instructions illustrate airframe A6-EIZ which is definitely an old bird; having first flown in July 1992 (with Air Canada) and apparently now only being used by Etihad on short-haul flights; at the time of writing last being logged in May 2016. The 24-year old A6-EIZ is Etihad's oldest A-320 by some margin, the next oldest A6-EIF is only 10 years old. The -212 series EIZ is the only one

AIRBUS A-320

MANUFACTURER: Revell

SCALE: 1/144

PRODUCT CODE: 03968-0379

PANEL LINES: Recessed

NO OF PARTS: 59 plastic plus 1 clear

TYPE: Injection moulded Plastic

STATUS: Re-issue

DECAL OPTIONS: 1 Etihad



which has CFM-56 engines, the rest of the fleet being series -232 with the IAE V2527 power plants, with some of the younger ones being fitted with the aerodynamic improvements of the A-320E (enhanced)/A320neo.

Launched in December 2010, the A-320neo is a further development of the A-320E programme and has a number of internal changes to the old model (including a "smart-Lav" modular toilet!): a choice of two latest-generation engines – CFM

International's LEAP-1A and the PurePower PW1100G-JM from Pratt & Whitney which contribute to the 20% fuel economy improvements claimed by Airbus, and striking new 2.4m tall "sharklet" wingtip fins first adopted on the A-320E. The improvements will be applied to new versions of the 319 and 321 as well as the base model 320.

Using the old 2000 moulds without sharklets but wanting to represent the attractive new scheme appears to have backed Revell into a corner of representing an old airframe with the relevant registration, but unfortunately, there's absolutely no evidence I can find of A6-EIZ being painted with the 2016 colours.

So, how should this mix be represented? Bra.Z Models offer a pair of resin sharklets for the A300 series (BZ4090), which could be used, although adding the sharklets alone doesn't make a -neo, or a -232 (E) since the engines would be wrong. (although I understand from 580 Modellers colleagues that early issues of the kit might have had the IAE engines as well as the CFM 56...) However, it's clear that the sharklets were added to older airframes as part of the 320E improvements, so for this build, I



"THE REVELL A-320 CAN BE BUILT INTO A NEAT MODEL WITH A BIT OF PATIENCE"



decided to reward old EIZ and to modernise the airframe with the aerodynamic improvements and the new scheme, whilst retaining the older engines, - a 'What If' pat on the back for 24 years' service!

That decided, the fact that the BraZ resin parts weren't available from my usual sources at the time of writing just seemed a minor challenge to be overcome; I solved it by pinching a pair of wing tip fins from a Revell Boeing 737-800 and re-shaping them to be narrower, much thinner, and to have a steeper leading edge rake.

Revell's basic plastic shows its age in the amount of flash and mould misalignment that's evident and the presence of serious knockout marks in inconvenient places. The most difficult of these are on the inner faces of the engine intakes and on the wing interiors, these latter sometimes breaking through to mar the outer surfaces, and there's still the need to remove the unwanted flap fairings on the wing undersides. A small clear sprue holds the windscreen and wing navigation light covers, but no clear window strips are provided. The DACO-designed decal sheet looks spectacular and colour call-outs are as always for esoteric mixes of Revell's in-house enamel paints. Come on Revell, time to get into the real world and accept

that people might want to use something else! - at the very least give us an equivalence chart. The most difficult colour to replicate will be the faintly pearlescent beige colour of the main fuselage, proposed by Revell as a mix of gloss white, clear orange and aluminium. The kit instructions are the new pictorial style, although they are imprecise in the location of some of the smaller parts.

CONSTRUCTION

With the nose wheel bay installed together with the recommended 20gm nose weight, the fuselage halves can be closed; Revell's instructions would have you add the nose wheel leg at this point, but conscious of the risk of ham-fistedness, I chose to leave it off, trusting to some nifty manipulation to fit it later. The mating faces of the fuselage are particularly narrow, so to improve the rigidity of the long joints, I added my customary plastic strip reinforcement along the whole length. Matt black paint went on to the interior, and Revell Contacta cement for the joint, with the assembly left to set for a couple of days before sanding.

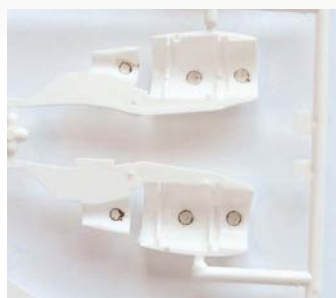
Having measured and recorded their position, I cut and sanded off all the antennae on the fuselage spine in order to be able to deal



The kit's decal sheet is spectacular, designed by DACO and apparently covering the whole Etihad 320 fleet



This moulding dates from 1999/2000



The engine halves have badly-placed knockout marks which are awkward to fill



Smaller components in particular show some flash



The fuselage mating faces are very narrow, risking cracking during the build.



Plastic strip is used to reinforce the fuselage joint.



The wing has lots of obvious knockout marks, some of which need to be removed to allow a better fit.



The fuselage after first filling/sanding round. The seepage of the black interior paint is useful in defining joint gaps



The old-style cockpit glazing doesn't fit very well and would need several rounds of filling, it's already possible to see the incipient disaster of the cracked windscreen.



I decided to bite the bullet and abandon the cockpit glazing, filling the area and sanding to give a basis for painted windows



I scanned a spare set of decals and printed the windscreen onto paper, using that as a pattern to cut tape masks



Here's the kit wing with the tip removed and the Revell 737-800 winglet in the process of being modified

with the seam more easily.

Fixing the seams followed the usual pattern, complicated slightly by the relatively poor fit of the fuselage halves; initial sanding to shape, followed by repeated filling with superglue and gentle blending using worn sanding sticks and Abralon foam-backed abrasive, leading gradually to a surface ready for paint. I suspect that many are wary of this process, but all it needs is patience and a willingness to accept that it won't be perfect first time (or by the fifth time) I lightly re-instated some of the lost panel detail using a razor saw and fine scribe.

Revell provides a blurred one-piece windscreen which might have fitted at one time, but in the current moulding is a bit hit and miss. Regrettably, this is where ham-fistedness reasserted itself and I managed (I didn't try too hard) to crack the clear part as I installed it. An attempt at repair only ended in tears with the whole lot falling out, with the only remaining option being to glue everything in with superglue, sand, re-shape and re-finish. With the clear option removed, I decided to paint the screen windows so used a scanned image of a spare set of windscreen decals as stencils to cut tape masks. Sounds complicated,

but in fact, it wasn't. Tamiya XF-85 Rubber black was used for the windscreen before masking.

The kit wings clearly need some work from the outset. A single-piece lower wing with part of the lower fuselage and two uppers should allow straightforward setting of dihedral and alignment. Unfortunately, all the (admittedly very thin) parts were badly warped, and the lower wing had intrusive sprue gates on the leading edges; the interior faces were scarred by some serious knockout marks which given the thinness of the wing, need careful clean-up and patient stepwise gluing and clamping to get the wings straight. I cut off the wing tips at the final panel line and fitted the remodelled 737-800 wing fins with only minor blending being needed.

Mating the wing assembly to the fuselage needs quite a lot of fiddly trial and adjustment to get the fit as close as possible and I ended up adding some props made from sprue to push the lower fuselage into position before gluing the wing box in. Revell has moulded some interlocking pieces on the lower wings, designed to draw the wing-to-fuselage joint together, but to be honest, they and their mating faces on the fuselage were so poorly shaped that cutting them

**"THE SCHEME WILL BE GRADUALLY
ROLLED OUT ACROSS THE FLEET
IN THE NEXT FEW YEARS"**



off was more helpful! Given the complex decalling around the rear of the aircraft, I left the horizontal stabilisers off until the end.

ENGINES AND DANGLY BITS

Having filled and cleaned up the intake and exhaust surfaces, the engines go together without drama. To make subsequent finishing easier, I hand painted the compressor blade disc dark aluminium and sprayed the hot section stainless and magnesium using Vallejo metal acrylic. I cut a disc of masking tape to protect the compressor face while the final internal joint between the engine halves was fixed.

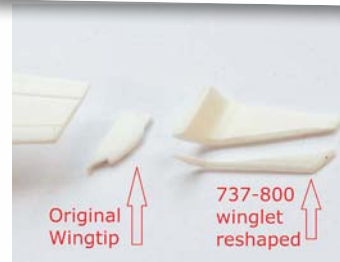
I painted the engines and left them off pending final assembly although I'm still not entirely happy with the finish of the inside of the intakes.

The undercarriage is straightforward and reasonably moulded; after scraping the seams I painted the legs and wheel hubs Tamiya XF-20 grey and the tyres Tamiya XF-85 tyre black. A thin wash of black and brown oil paint brought out the detail.

PAINT

The whole airframe was polished and given a very thin coat of Halfords white primer to kill the grey. I decided to paint the wings and tail first, in an attempt to make masking easier so used Mr Hobby H334 Barley Grey for the light grey, and H305 to represent the darker Corogard. I now tried mixing the beige base colour using trying Mr Hobby H316 white, (95%) with H92 Clear Orange (5%) to replicate the Revell instructions, and tried the option of adding H216 Silver give a "pearlescent" shine but all it did was to darken and grey-out the colour. Having abandoned that I decided to rely on a gloss coat to give a more in-scale effect, and further experimentation showed that Mr Hobby Flesh H44 (10%) with 90% white with a drop of clear orange gave a very credible option although with hindsight I think I have made the mix a bit light. Whatever you choose, mix enough because the fuselage top, sides, bottom and the fin need to be painted in this colour!

After a further 48 hours drying Mr Hobby Gloss Clear (H30) unified the surface and it was time for



The re-shaped 737-800 "sharklet" fitted to the A320 wing



The painted airframe before decalling the A320 wing



decals. Whenever there's a complex scheme like this, I start with the simple ones, in order to gauge the speed at which one needs to work, and the response to setting solutions. I found the decals to be a mixed bag; very sharply printed with good colour density although they didn't respond well to softening solutions, and I struggled with getting the fit right, especially of the multi-part patterns around the tail which need considerable precision in placement if they are to meet up. This is compounded by the fact that the large decals at least can be brittle, tearing and wrinkling easily. Take your time, use only water to get them into place and be prepared for the occasional nip and tuck with a very sharp blade. Given the complexity of the scheme, some spare blocks of the main colours would have been helpful for patching.

A coat of 50:50 Mr Hobby

gloss and matt clear on the wings, and gloss on the fuselage sealed the whole lot for finishing. With undercarriage fitted and antennae re-instated, weathering was kept to a minimum with some minor streaking from the gear bays and underside vents – she's an old bird, but has just been re-painted!

CONCLUSION

A spectacular scheme, decals which need care, (slight) shame about the plastic. The Revell A-320 can still be built into a neat model with a bit of patience, but one needs to be prepared for a bit of effort, and to suspend judgement on the combination of scheme and airframe. That said, every credit to Revell for bringing us a modern marking option, where competitors seem to rely on basic manufacturers' launch schemes.

THE SEPECAT JAGUAR

A COMPREHENSIVE GUIDE

British, French & International Versions

Cover for illustration
purposes only

By Andy Evans

Born out of Anglo-French accord and later discord, the SEPECAT Jaguar became one of the most capable and formidable fast jets of the 20th Century. The Jaguar has served with distinction in the Close Air Support and Reconnaissance roles with the Royal Air Force and Armée de L'Air, and enjoyed some export success with Oman, Ecuador, Nigeria and India, who are now the last operators of the aircraft. Slated for retirement from RAF service in the early 1990's, the Jaguar was suddenly thrust back into the spotlight with the Gulf War, and proved to the decision makers just what a capable and versatile aircraft they had, and one worth future investment rather than just the scrapman's torch. This new Datafile from SAM Publications is not only an account of the Jaguar's airframe, operators, roles and systems, but also a celebration of a much-loved aircraft, and one sadly missed in our skies. Includes full details of the aircraft in service, comprehensive walk arounds, colour profiles, scale plans and how to model the Jaguar in popular scales.

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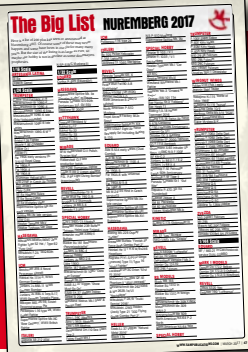
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THE BIG LIST!

200 plus kits seen or announced at Nuremberg 2017
see page 46

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NEWSFLASH NUREMBERG

All the latest from the Toy and Hobby Fair 2017



This year Nuremberg was a bit of a mixed bag with many reissues and updated tooling and fewer than normal pure new kit announcements but on a positive note as you can see from the table on page 46, over 200 new kits were announced for release in the next year most modellers should find something to be interested in over the course of the year.

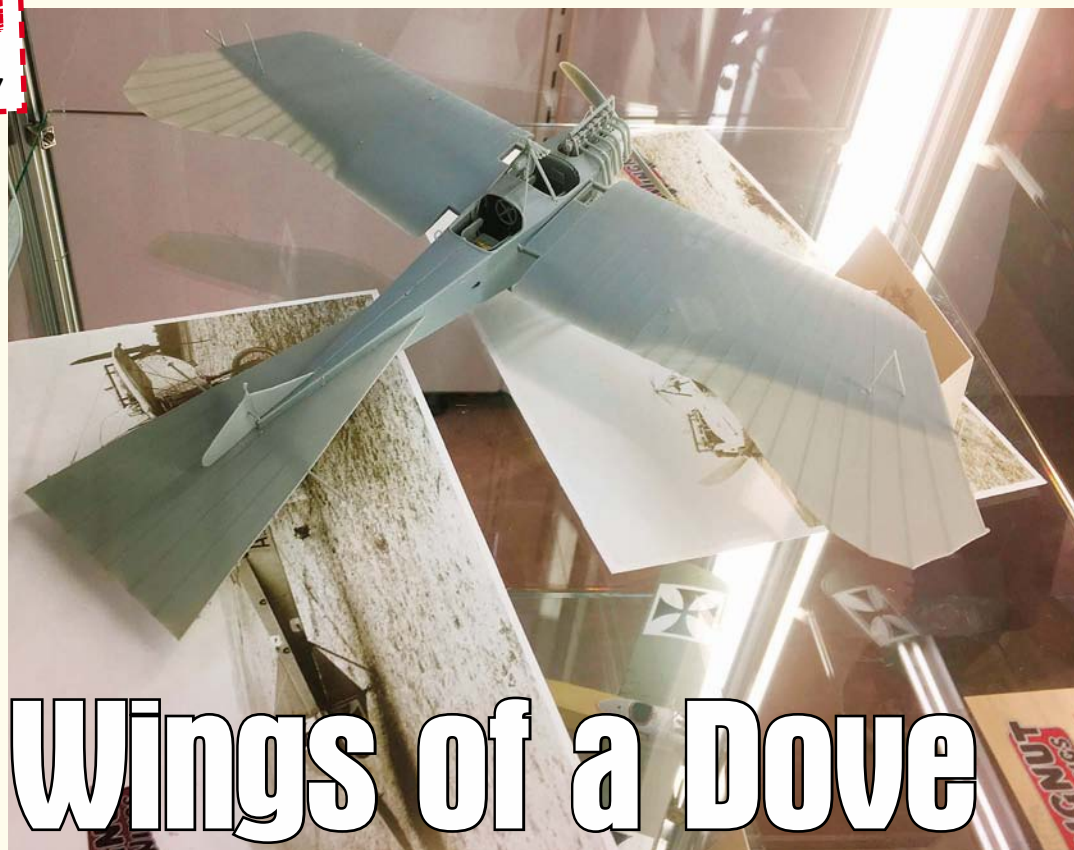
I will now cover a few personal highlights from the show while pondering how many 1/32 scale Westland Whirlwind fighters can I fit on my shelf!

Not only but also

As well as the Dove, another surprise from Wingnut Wings a new version of the sold-out Fokker D.VII (Fok). This version has a few extra parts to produce

an early model Fokker produced D.VII version and will also include some very attractive marking options as well as decals for the lozenge camouflage.

NEWSFLASH: THE LATEST FROM NUREMBERG



Wings of a Dove

Wingnut Wing's attended Nuremberg for the first time this year and immediately won the award for surprise announcement of the show with a Taube monoplane. This was one of the world's first warplanes first flying in 1910 and was seen in Italian, Austria-Hungarian and Italian use as well as the German Air Force. Even the Royal Flying Corps had an example in 1912.

Featuring wing warping rather than conventional control surfaces the Wingnut Wings kit represents

a 1914 built two-seater. The type did not last long in service being inferior to allied design and was withdrawn within six months of the start of the war. The example on display showed the normal attention to detail we have come to expect from a Wingnuts Wing kit and it will be interesting to see what markings are going to be supplied with the kit. One thing of particular note is the moulding of the wings. Never have I seen moulding so beautifully thin and delicate as these. This is mainly thanks to multiple injection points feeding the individual wing ribs, which should make removing the parts from the sprue quite straightforward as well as enabling a super thin representation of the fabric between the ribs just as seen on photographs of the real thing. Painting is going to be key with one and I will also say that rigging the Dove will also be interesting and probably a kit that is not ideal for the novice builder.



The example on display was an early test shot and we may be a year away from this one hitting the shelves I am reckoning a pre-Christmas release but do not hold me to it.

HOBBYZONE LAUNCHED - WATCH THIS SPACE FOR MORE...





UKRAINIAN DELIGHTS

Most of Ukrainian manufacturers ICM new releases concentrate on modified versions of existing tooling. The only really new releases were a 1/32 scale Polikarpov I-16 type 24 from 100%, moving down to 1/48 scale we will have a Battle of Britain period He111H-3 in the autumn. All the other releases are modified versions of existing toolings and of these the stand out announcements for me were the 1/48 Mig-25RB Foxbat and the Torpedo carrying version of the Ju-88 both in 1/48 scale.

There is ugly and really ugly

If good looks make for a superb warplane personally I think the F-35 Lightning II is going to struggle, oh it is!

Destined to be the mainstay of a number of Air Forces once all of its many issues are worked out. Italeri has decided with the airframe now of a production standard that they would produce a 1/32 scale example. They have chosen to produce the A variant as this will be the first

of the type to actually make it to front line service, so not the V/STOL aircraft that the RAF will receive eventually at some point in the future.

The plastic parts feature fine surface detail with a number of open areas including the bomb bay, air refuelling port and the bay for the pilot's ladder.

Markings will be included for a number of users including Australia, Italy, Israel and the Netherlands as well as the

US. What made the model on display stand out was the colour scheme, if anything this model finished in a bright shade of turquoise



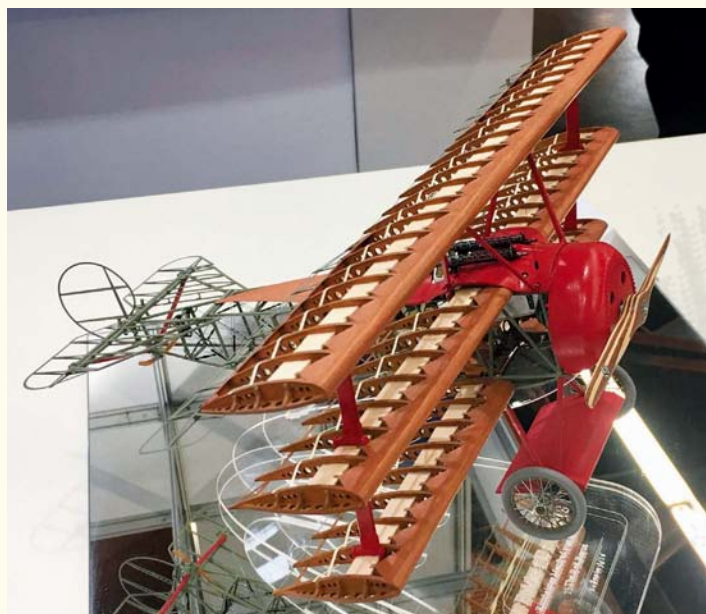
makes the F-35 even uglier but it did stand out from the rest of the kits in its case. This scheme represents an F-35 before it is painted and photographs of the real thing were supplied to show it is accurate. It was not clear however if this is one of the options in the box are used because the production decals were not ready. Look for this kit in the next month or so.



Everything on Display

A new company to us was Artesania Latina, this company originates from Spain and has a large range of ships and other items mainly produced in wood with metal and photo-etched fittings. I was first drawn to their stand by a really nice San Francisco Tram (Yes, I am a Tramaholic!) but then I saw a really nice 1/16 scale Fokker triplane in Red Baron markings that was displayed with all the fabric removed to reveal the inner workings of the aircraft. This is the company's first foray into

aircraft and is a multimedia kit using a predominately metal tube framework just like the real thing to which you add wood, metal or photo-etched parts as appropriate. This Fokker looked as detailed and the old Hasegawa multimedia kits released in the 1980s. But at a slightly smaller size and considerably smaller cost, the Triplane is expected to retail around 200 Euros when it is released and for RFC fans it will be followed by a Sopwith Camel with a similar level of detail in late 2017-2018.

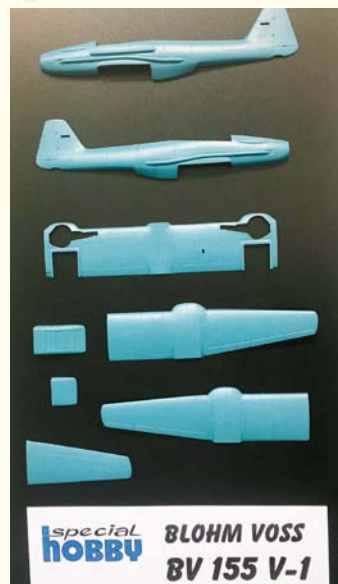
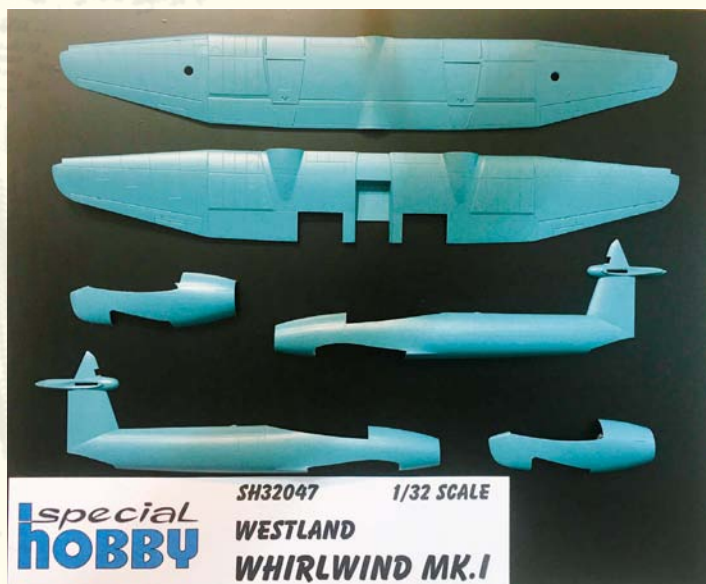


State of the ARK

The Yak-130 jet trainer and ground attack aircraft has received the rather unsexy NATO reporting name of Mitten. Despite this is certainly an attractive design with its shark-like nose and large bubble canopy. But trainers are not sexy so despite there being over 150 of these aircraft in service with 5 countries it has taken until now to see a kit of the type.

Last year at Nuremberg we saw some early test pieces from ARK models of the Yak-130 and year we saw a very late test shot complete with a more aggressive load out than it trainer code name would suggest. This kit should hit the hobby shop shelves in a few months' time.





HOW MUCH!!!

Hasegawa has their new Kawanish H8K2 Emily Flying boat on display this is the first new kit in some time and they have also released a set of photo-etch upgrades to go with it. This is a large model in 1/72 scale but sadly for European readers comes with an equally massive price tag that I am sure will limit its sales outside of Japan, which is a real shame as it is a beautiful kit.

A big Storm is coming

Like many at the show, I was totally surprised by the announcement from Special Hobby that they will be releasing a 1/32 scale Westland Whirlwind Fighter and they even had

test shots of the wing and fuselage on display. But do not get too excited just yet as this may not be with us until late 2018 if the timeline of Hawker Tempest is anything to go by.

Also on display were the test shots for a Blohm and Voss BV155-V1 this is a little further along and may be here towards the end of the year.



LET THERE BE LIGHT AND WIND!

No sign of the new tool 1/32 Super Hornet but the Tornado ADV variant in 1/48 scale and the Focke-Wulf FW190 night fighter due in a few months were on display. On the opposite side of the Revell stand from the static scale kits was a new range of models based on existing models that have lights

and motors added to them. The Flower Class Corvette had a working signal lamp while its radar tuned while a VW Beetle had a full set of running lights. But the one of interest to us was Revell's JU-88 in 1/32 scale which had electronic motors added to each engine and lights in the cockpit plus navigation and landing lights all powered

from a small cable running out of the tail wheel bay. This kit will certainly draw the eye on a club display, at a show or in your cabinet.



The Small-Scale Wonder and a Colourful Drone

Tucked away in a corner of the Brengun stand and easily overlooked was a test shot of a new Horton Ho229 flying wing to join this manufacturer's existing range of 1/144 scale late war Luftwaffe jet and rocket planes. Standing out a lot more was new boxing of the OKB Chelmy 16KhA missile as an air to air target. The different fins for this version were included in the original box but now we have the decals for a very attractive red and white striped scheme which will certainly have many scratching their heads as it does look like a twin engined V-1 what if.





Tamiya

No real surprise that nothing new was announced at Nuremberg as Tamiya tend to keep their announcements for the Japanese trade shows. However, their new Ki-61 Tony was on display and very attractive it looked too, with a reasonable representation of engine and some internal details not seen unless you open up some hatches. Signs of a future clear edition?

Models that are Editor Proof

For many who have read my articles over the years, you would think this was impossible but not according to Squadron Signal. At Nuremberg, there revealed the first eight kits in what will be 12 kits 1/72 scale range. All are of simple construction and pre-painted but do not let that fool you they look very nice and a perfect introduction to the hobby for younger models. Ready for launch when you read this will be a Corsair, Hellcat, Wildcat and Mustang to be followed by Fw-190, Bf109, Mig-15 and F-86 Sabre. I am quite surprised that there is not a Spitfire on the list but that will probably come later.



The Final big reveal for this year? Or at least till Telford?

Airfix model kits had a very low profile at Nuremberg tucked away on the Hornby stand in the model railway hall and there was only one new announcement that I could see. But one that will be welcome by many British modellers. The new tool B-17 which has been getting rave reviews is going to be released with British markings. But not just any British markings but those of 100 group that contained the

first specific electronic warfare squadrons flying Mosquitos, Lancaster and the B-17 Flying Fortress.

All were adapted for this role with many additional aerals and lumps and bumps and were finished in RAF night bomber camouflage but did have some interesting artwork to add a bit of colour.

I am really hoping that Airfix will do the same with the Lancaster and of course a new tool 1/72 scale 100 group Mosquito would also go down a treat.



CHINA WHERE ARE YOU!

This was the first year were the Chinese booth did not really deliver any major surprises. The only truly new kit on display was the first in their promised 1/32 Mig-29 series an A in Hungarian markings.

A listing of new kits was available but it is quite hard to work out which will be in the Hobbyboss and which in the Trumpeter range.



The Big List NUREMBERG 2017



Here is a list of 200 plus kits seen or announced at Nuremberg 2017. Of course some of these may never happen and some have been in our list for many years. But the size of the listing is as large as ever, so maybe our hobby is not in decline as some doomsayers prophesies.

1/16 Scale

ARTESANIA LATINA

SE-5a
Sopwith Camel

1/24 Scale

TRUMPETER

Fokker Wulf FW190A-6/8
Junker Ju 87D-3 Stuka

N/AP-51B/C Mustang III

1/32 Scale

EDUARD

Curtiss P-40N (EduardArt)

HASEGAWA

Supermarine Spitfire Mk. Ila
"Douglas Bader" w/Figure

ICM

Polikarpov I-16 type 24

ITALERI

Bo-105 Police Helicopter
F-35A Lightning
Lockheed TF-104G Starfighter

REVELL

Panavia Tornado GR. 4
F/A-18E Super Hornet
Focke Wulf Fw190 A-8
Nightfighter
Airbus H145M LUH (KSK)
Heinkel He219 A-0
Nightfighter

N/A P-51D Mustang

Supermarine Spitfire Mk. IXc

SPECIAL HOBBY

Fieseler Fi 103 / V-1
Fieseler Fi 103R / V-1
Reichenberg
Hawker Typhoon Mk.I "Car Door"
IAR 81C
HawkerTempest Mk.VI
Westland Whirlwind Mk.I
Fighter
Yakovlev Yak-3 "Onward to Berlin"

TRUMPETER

F-100F Super Sabre
P-40E Kitty Hawk
P-40M Kitty Hawk
P-40N Kitty Hawk
MIG-29 UB Fulcrum
MIG-29A Fulcrum
MIG-29C Fulcrum
MIG-29SMT Fulcrum
Douglas TBD-1 Devastator

WINGNUT WINGS

Fokker D.VII (Fok.) early
Jeannin Stahl Taube

1/48 Scale

AIRFIX

Boulton Paul Defiant NF.1
Curtiss Tomahawk Mk.IIB
Gloster Meteor F.8 Korean War
Hawker Sea Fury FB.II
Hawker Sea Hurricane
Junkers Ju 87B-2/R-2
North American P-51D
Mustang
Supermarine Walrus Mk.I

EDUARD

Avia B-534 III. série
Messerschmitt Bf 109E-3
Messerschmitt Bf 109F-2
Messerschmitt 109F-4
Messerschmitt Bf 109G-2
Messerschmitt Bf 109G-4
Messerschmitt 109G-6 Erla
Messerschmitt 109G-6 late (Erla/Vollstichhaube)
Messerschmitt 109G-6 late series
Messerschmitt 109G-6 MTT Regensburg
Bristol F.2B Fighter
Vought F-8E Crusader
Fokker Dr.I
Fokker F.I
Fw 190A early versions (A-3/4/5) Royal Class
Fw 190A-3
Fw 190A-4
Fw 190A-8
Grumman Hellcat Mk.I
MiG-21MF in Czech Air Forces
MiG-21SMT
Pfalz D.IIIa
SE-5a Hispano Suiza
SE-5a Royal Class
SE-5a Wolseley Viper
Supermarine Spitfire Mk.IXc early version
Spitfire Mk.IXc late version
SSW D.III
Hawker Tempest Mk.V
Hawker Typhoon Car Door

HASEGAWA

Mitsubishi A6M5c/A6M7 Zero
Fighter Type 52 Hei / Type 62
"Fuyo Unit"
Mitsubishi F-2A "3SQ 60th Anniversary"

ICM

Beechcraft JRB-4 Naval Passenger Aircraft
Heinkel He-111H-3, WWII
German Bomber
Junkers Ju-88A-11 WWII
German Bomber
Junkers Ju-88A-4 Torp/A-17, WWII German Torpedo Plane
Mikoyan MiG-25 RB, Soviet Reconnaissance Pla
Polikarpov I-16 type 28, WWII
Soviet Fighter
Supermarine Spitfire Mk.IXC
"Beer Delivery", WWII British Fighter

ITALERI

Augusta AB 212 ASW

Augusta AB-206B1

Boeing AH-64D Longbow
Bell AH-1Z Viper "Zulu Cobra"
Boeing CH-47D Chinook
Eurofighter EFA 2000
Lockheed F-117A Nighthawk
McD F-4E Phantom II
Piasecki H-21C "Flying Banana" Gunship
Sikorsky H-34 (French and German Heer)
Hawker Hunter F Mk. 6/9
Hawker Hurricane Mk.I
Junkers Ju 87B-2/R-2
"Picciatello"

Lockheed F-104G/S

Starfighter

Macchi MC.200 XXI serie

Panavia Tornado IDS 60th

Anniversary 311. GV RSV

Reggiane RE.2000

KITTYHAWK

Dassault Etendard IV

Sukhoi Su-17

Sukhoi Su-22

Sukhoi Su-33

Sukhoi Su-35

MIRAGE

BFW Halberstadt Cl.II Polish-Russian War

Halberstadt Cl.II late

production batch

IAR P.24E Romanian Fighter

Lublin R-XIII D Liaison airplane

PZL. P.42 Light Diving Bomber (experimental)

REVELL

Bristol Beaufighter TF. X

Focke Wulf Fw 190 D-9

Ilyushin IL-2 Sturmovik

Junkers Ju 88 A-4

Tornado F.3 ADV

SPECIAL HOBBY

Aero L-39ZO/ZA Albatros

Brewster model 239 Buffalo

"Taivaan Helmi over Finland

Brewster model 339B/E

Buffalo

Bücker Bü 181 Bestmann

"Panzerjagdstaffel"

Junkers Ju 88C-4

Special Hobby

Junkers Ju 88D-2/4

Loire 130Cl

Martin 187 Baltimore

Messerschmitt Bf 109D "Dora over Europe"

Romeo Ro.37

SAAB AJ-37 Viggen "Show

Must Go On"

SAAB SK-37 Viggen Trainer

Siebel Si 204

Westland Walrus Mk.I RAAF &

Pacific Fleet

TRUMPETER

Aero L-39C Albatros

Aero L-39ZA Albatros

Aero L-59 Albatros

DeHavilland DH.110 Sea Vixen

Faw.2

Fairey Firefly Mk.I

1/72 Scale

ACE

Douglas BTD-1 Destroyer
Kamov Ka-25 Hoplite

AIRFIX

Avro Shackleton AEW.2
Boeing Fortress Mk. III
Bristol Blenheim Mk. IV
Bomber
Curtiss Tomahawk Mk. IIB
Fairey Swordfish Mk. I
Junkers Ju 87B-2/R-2 Stuka
McDonnell Douglas FG.1
Phantom
Messerschmitt Bf 110C/D
Messerschmitt Me 262A-1a
Mitsubishi A6M2b Zero
North American B-25C/D
Mitchell
North American P-51D
Mustang
Royal Aircraft Factory BE2c
Scout
Supermarine Spitfire Pr. XIX
WWII USAAF Eight Air Force
Resupply Set including Boeing
B-17G

EDUARD

Avia B.534 early series (Dual Combo)

Avia Bk-534

Messerschmitt Bf 110G-4

Grummann F6F-3

Fw 190A-5

Fw 190A-8 with universal wing

Fw 190A-8/R-8

Fw 190F-8

Mil M-24/35 Hind in Czech service72

Supermarine Spitfire Mk.IXc

late version

Supermarine Spitfire Mk.IXE

Supermarine Spitfire Mk.VIII

Supermarine Spitfire Mk.XVI

Bubbletop

HASEGAWA

Boeing MV-22B Osprey

"Tanker"

Brewster Buffalo "Finnish Air

Force Aces Combo Part 2"

Heinkel He 111 H-6 w/Bv246

Hagelkorn

Kugisho P1Y1-S/P1Y2 Ginga

(Frances) Type 11/Type 16

"Night Fighter"

Lockheed UP-3C Orion "51st

FS 2016"

McDonnell Douglas QF-4E

Phantom II "USAF Farewell"

Messerschmitt Me 262V056

& Me 262B-1a/U1

"Nachtjäger"

Mitsubishi F-2A/B "Tsuiqi

Special 2016"

Mitsubishi J2M3 Raiden

(Jack) Type 21 "302 Flying

Group Combo Part 2"

HELLER

Saab AJ-37 Viggen "Natural

Metal 2016"

Bloch 174

Boeing E-3B AWACS

Saab J 29 Tunnan

ICM

Do-215B-4, WWII
Reconnaissance Plane
Do-215B-5, WWII German
Night Fighter
Fw-189A-1, WWII Axis
Reconnaissance Plane
Fw-189A-1, WWII German
Night Fighter
Polikarpov I-153 WWII Finnish
Air Force Fighter (winter
version)

ITALERI

Augusta Westland HH-101
Ceasar /AW-101 TTH
Bae Harrier Gr.3 "Falkland"
Bae Hawk T.1
Boeing F/A-18 Hornet
Tigermeet 2016
Boeing F/A-18 Swiss Air Force
B-57B Canberra
C-130J Hercules Anniversary
Caproni Ca.311
Douglas DC-3 Breitling
Eurofighter EF-2000 Typhoon
GD F-111A Aardvark
Grummann A-6E Intruder US
Navy /USMC N/A F-100F
IAF Kfir C.2
Junkers Ju 86 E-1 / E-2
Junkers Ju 88 A-4
Northrop F-5E Patrouille
Swiss 50th Anniversary
Northrop F-5F Tiger II
Panavia Tornado Gr.1 "Guf
War"
Republic P-47D-30-RA
Thunderbolt
Sepecat Jaguar A
SM 81 Pipistrello
SM.82 Marsupiale
Vickers Wellington Mk.Ic

KINETIC

Boeing C-17A Globemaster III

MIRAGE

PZL 37 "Los" Bomber
RWD (LWS) 14b "Czapla"

REVELL

Airbus A400M "Luftwaffe"
Bell AH-1G Cobra
DeHavilland Vampire F.Mk.3
Dornier Do 17Z-10
MiG-29S Fulcrum

RS MODELS

Bloch MB 155
Bücker Bü 131D In
Fliegerschulen
Bücker Bü 131D In foreign
services
Messerschmitt Me 309 V1&V2
Messerschmitt Me 309
V4&A-2
Messerschmitt Me 509
North American NA-64 P-2
North
North American NA-64 Yale

SPECIAL HOBBY

Blohm Voss BV 155 V-1
Bolton Paul Balliol "Civilian
and Foreign Users"
Brewster Buffalo model
339-23 "In RAAF and USAAF
colours"
CASA C-212
Curtiss P-40E Warhawk
DH Sea Vixen FAW Mk.I/II
DH 100 Vampire Mk.I
Dornier Do 27
McD FH-1 Phantom
HA-1112 M-1L Buchón
"Ejército del Aire"
L-13 Blanik
Letov Š.328V "Float Version"
Lloyd C.V serie 82
MD-520 NOTAR
Nakajima Ki-115 "Battle of
Tokio 1946"
Nakajima Ki-115 Tsurugi
Northrop Delta 1D/E
Northrop Delta Mk.II/III "RCAF"
Short Sunderland Mk.V
Super Mystere B-2

TRUMPETER

Convair F-106A Delta Dart
Convair F-106A Delta Dart
Convair F-106B Delta Dart
Convair F-106B Delta Dart
Grummann A-6A Intruder
Grummann-6E Intruder
Grummann-6E TRAM Intruder
Grummann EA-6B Prowler
Mig-19 PM Farmer E
MiG-31 Foxhound
MiG-31B/BM Foxhound
MiG-31M Foxhound
Nanchang Q-5
Nanchang Q-5
Nanchang Q-5A
Nanchang Q-5A
Nanchang Q-5C
Tupolev Tu-128M Fiddler

ZVEZDA

MiG-29SMT Fulcrum
Mi-28A
Macchi MC.202 Folgore
Macchi MC.205 Veltro
Tornado IDS Bell AH-1G Cobra

1/144 Scale

EDUARD

MF / MiG-21 in Czechoslovak
service DUAL COMBO

MARK I MODELS

Dornier Do 17Z-2 Balkan
Dornier Do 17Z-2/3 Ostfront
Dornier Do 17Z-2/3 Westfront

REVELL

Airbus A320 Neo
Embraer 190 "Lufthansa"

Eduard Press Conference: Nuremberg

Every year at Nuremberg Eduard hold a press conference when they reveal their plans for the year ahead and sometimes even further. This year Eduard are investing quite heavily in four new machines - the first will improve the quality of the colour printing on their etched range. They say the difference will be noticeable when the new process is introduced during the summer. The other new equipment will enable them to produce finer and larger plastic parts than is possible with their current tooling and will be able production of aircraft up to four engined World War Two bomber size in 1/48 scale.

PROFIPACK AND WEEKEND EDITIONS

We have covered the new 1/48 scale SE.5a elsewhere in this issue of which Eduard are quite rightly very proud. But they have also announced that the 109 family will continue to increase throughout 2017. To be honest I lost track of the number of variations of late model Messerschmitts they announced but they seemed to cover most of the F and G family with only the G-14 and K models not mentioned.

Eduard also announced that their old 1/48 scale Fokker Wulf Fw-190 moulds are no more, worn out by many years of service. So later in 2017 we will see the introduction of an all new tooling of the Fw-190 starting with the A-3 and A-4 models that will beat their Japanese rivals in not only detail but also in price. This kit will be far easier to construct than the previous version and will also be far simpler without the open gun bay or engine details off the original tooling. Though if you do want these they will be catered for by the Brass-in resin range.

Towards the end of the year we will see the introduction of a new range of 1/72 scale Mig-21s starting with the MF variant. These have been a big seller in 1/48 scale and most of the detail from the larger scale will feature in the

smaller model. But they have also listened to modellers feedback and have modified the design so that the Radome and exhaust can be added after construction that will greatly simplify the painting process.

Another mould being retired is their 1/48 scale Hawker Tempest, this kit was first released over 20 years ago, and is not showing its age in terms of detail. Its replacement will now have that issue and looks to be the most detailed Eduard kit to date.

By the end of the year we will have a Mk.V to be followed in 2018 by a Mk.VI and Mk.II. These will be produced in cooperation



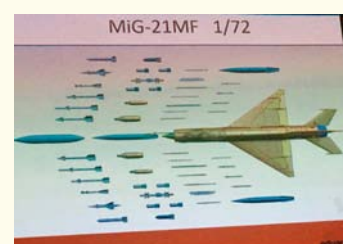
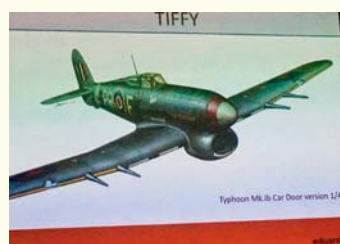
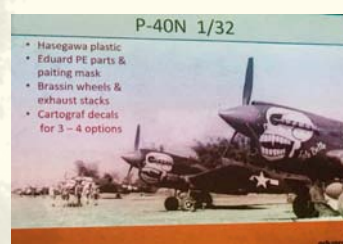
with Special Hobby so will also be available from them with different marking options.

LIMITED EDITIONS

Once again Eduard will be releasing a number of Hasegawa kits with upgrades provided in both etched brass and resin. And in most cases these will be supported by further updates in the BrassIn range if you really want to go to town. We will start with the one that will please many as the out of Production 1/48 scale F-8E Crusader will be upgraded and will also include a decal sheet designed by Furball Decal smith no less than six colourful options.

Also in 1/48 scale, Eduard will be upgrading the Hasegawa Typhoons, in fact the car door version should be the first Limited Edition kit released in March / April. It is hard to find colour full Typhoon markings but Eduard have found some interesting options.

In the EduardArt range we will have the P-40N in 1/32 scale and as the name suggests this will come with the normal limited



edition artwork as well as all the normal upgrades.

One kit included in the Limited Edition range and the only one not based on a Hasegawa moulding will be the Mil-24/35 Hind in 1/72 scale. This kit which includes two Hinds from Zvezda as well as a book covering the types service with Czech Air Force plus all the normal upgrades as well as the Mil-35 conversion parts. If that is not enough the kit also include a Velorex car decorated the same as one of the Tiger squadron options. This package sold out in 48 hours last time around and is being released in a strictly limited quantity of 1000 pieces.

Finally, in 1/72 scale we have a Hasegawa kit that is not being upgraded but being converted with new injection moulded parts to produce a version never covered before. The lucky kit is Hasegawa B-24 which is being converted in to a costal command GR.3 or GR.V. This will require an all new noise section as well as the wings on either side of the nose that held its rocket armament. Under the wing we will have a searchlight and the CAD for this looked very nice indeed. As well as all of the changes to the kit this boxing will also include a book covering Costal Commands use of the Liberator. If that was not enough their will also be a Gr.5 and GR.6 released in 2018 and I am expecting at least one of these will include the Czech roundels which were applied when a Czech

Squadron flew its B-24 home after the war.

SHOWS

Confirmation of the annual E-day show is coming above ground for the first time in 10 years in an all new and much larger purpose built exhibition venue. The show will be a one day event on Saturday the 23rd September 2017.

We also had confirmation that Edwards are going to be involved with the Model Brno show and we can now confirm that this show will be on the 17th June 2017.

AND FINALLY

Though Eduard would not confirm exactly what new kits they will be producing with their new machines (Fingers crossed for a B-17 in 1/48. Because someone just has to). They did confirm that 2018 will feature a number of World War One types to the same standard at the SE. 5 to commemorate the 100th anniversary of the end of the First World War.



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RESIN 2 Detail



AC48096 [B-29 Cowl]
Correction Set – 1/48]



AC32037 [Cavalier Turbo
Mustang III Conversion
Set – 1/32 (for Tamiya)]



AC32015/48050 [M1
Weaver Bomb Lift
– 1/32 & 1/48]



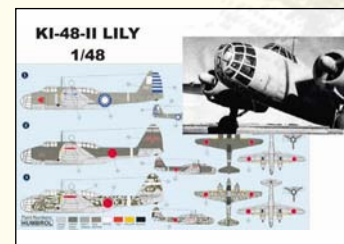
AC32022
[Spitfire/Seafire Late
Mark Wheels (Box
Tread) – 1/32]



AC32016/48051 [M5 Bomb
Cart Kit – 1/32 & 1/48]

resin2detail.com

CZECH News



As this issue goes to press the Nuremberg Toy Fair has just finished. Quite a few of the companies covered in this column were there with some interesting news and new releases, some of these future releases are covered in the News section, whilst this month's Czech Out Column concentrates on the imminent releases.

If your company or product is not featured and you would like it to be, please contact us at the editorial e-mail address.

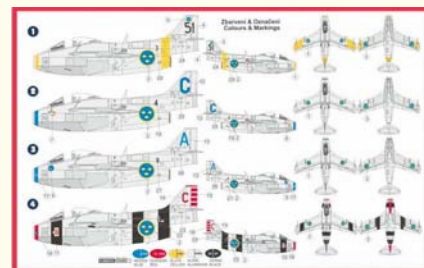
Tim Upson-Smith

Gathering nuts

One of the first models I ever painted as a child was a 1/72 scale Airfix Chipmunk, so I have always had a soft-spot for the type. Therefore, I am pleased to be able to announce that AZ are due to release no less than four versions of the venerable Chipmunk in 1/72 scale, two T.30s and two T.10s. Also

in 1/72 scale, we have a French Air Force Super Mystere B.2, a Messerschmitt Bf 109F-4Z, a Bf 109F-4 in captured schemes and a Spitfire TR.9. If that was not enough in 1/48 scale, we have a KI-48-I Lily this kit feature revised parts and new canopies. Last but not least AZ are re-releasing their 1/48 scale Saab J-29 Tunnan.

We have advance notice of something for fans of British experimental aircraft, in the form of a 1/48 scale Fairey FD-2, unfortunately, you will have to wait until Scale Model World Telford 2017 for its release...



Winter Wonder

New this month from Brengun we have a winter version with skies of their 1/72 scale Yak-1. In their expanding range of 1/144 scale Luftwaffe aircraft we now have the Me-163B Komet, this release has two kits in the box. This month also sees the release of a good number of accessories too!



Early Czech beauties

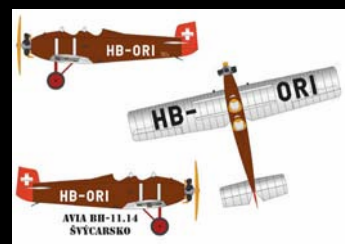
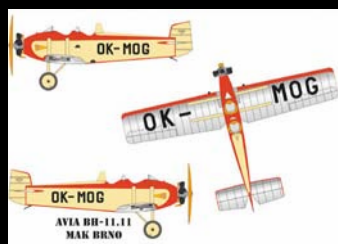
For fans of Czech aircraft, KP have some fantastic news for you! First up we have the 1/72 scale Avia BH-9 single seater and the Avia BH-9 military two seat version. If that was not enough we also have the Avia BH-11 military two-seater and a civilian BH-11 too!

A future release for 2017 will be the Praga E-114B Air Baby in 1/72 scale. Also due for release later in the year are a series of 1/48

scale SU-7s/SU-22 and SU-25s these are based on the Smer mouldings with resin upgrades, injection moulded parts to correct and if

required injection moulded fuselages to convert to two seat variants.

It is looking to be like a very good year from KP!



BERG SURPRISE UPDATE

HpH have now released the box art for their previously announced Aviatik Berg

D.1, so hopefully we will not have long to wait for the kit?



ROTARY RELEASE

In March we can look forward to some interesting releases and updated releases from Special Hobby, first up we have in 1/72 scale the L-13 Blanik glider. Also in 1/72 scale we unusual looking MD 520N NOTAR, based on one of the world's most widely used helicopters the MD 500 which is also produced in the MD-520N NOTAR version. The NOTAR system has been

developed by MDD Helicopter System company and it is a state-of-the-art means of eliminating the main rotor torque forces which mean's there is no need for the standard tail rotor.

In 1/48 scale the Bücker Bü 181 Bestmann is released with parts for the "Panzerjagdstaffell" version, also in 1/48 scale with the Brewster



239 Buffalo in Finnish markings, this is the Classic Airframes kit with Special Hobby extras...

In 1/32 scale we have the IAR 81C Romanian fighter. Something for most people from Special Hobby in the coming month and for the coming year or so we can look forward to some real treats, 1/32 scale Westland Whirlwind anyone?

From Planet Models, we have a 1/48 scale resin kit of the FFVS J-22A Swedish WW2 main fighter aircraft, a type I must confess to having been unaware of...



A DOGFIGHT

Two new releases from Valom will be available by the time you read this, in 1/144 scale we have a First World War dogfight double Nieuport 11 vs Fokker E.III. In 1/72 scale the first of the Handley Page "Sparrow" Harrows will also be available.



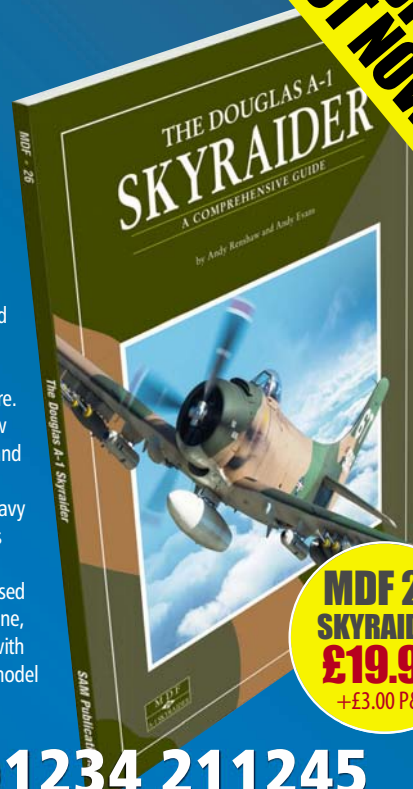
THE DOUGLAS A-1 SKYRAIDER

By Andy Renshaw and Andy Evans

ABLE to carry a greater payload than a four-engine B-17 Flying Fortress, the single-engine A-1 Skyraider was considered one of the finest attack and close air support aircraft ever built. Skyraider's proved critical during the Korean War and over the jungles of North Vietnam. The airplane that became the AD Skyraider (redesignated A-1 in 1962) evolved from a 1943 Navy decision to combine the dive-bombing and torpedo mission into one aircraft. First flown in 1945, the Skyraider entered US Navy service the following year. Later nicknamed 'Spad' for its 'old-school' design and appearance, reminiscent of the famous World War I aircraft, the Skyraider earned a reputation for ruggedness that not only packed a punch, but also brought back many an airman, despite taking heavy damage from enemy fire. Some AD pilots also trained for an atomic war, practicing long-range flights to deliver nuclear bombs at low altitude. A-1s were also part of the first attacks against North Vietnam following the Tonkin Gulf Incident, and in June 1965, a pair of Skyraiders even shot down a North Vietnamese MiG-17 in air-to-air combat. It was perhaps in the 'Sandy' Combat Search And Rescue role the USAF Skyraider earned most respect, and its heavy payload and long loiter time proved vital in rescue of downed airman in Southeast Asia. The Skyraider was also used by the air forces of South Vietnam, France, Cambodia, Chad and Gabon, and the Royal Navy operated a dedicated airborne early warning version from her aircraft carriers, and the Swedish Air Force used the Skyraider as a target tug. All told, 3,180 Skyraiders rolled off the Douglas Aircraft Company assembly line, and in this new Datafile by Andy Renshaw and Andy Evans; the Skyraider story is brought to life. Packed with many never before seen images, concise text, colour profiles, technical diagrams, scale plans and how to model the Skyraider in popular scales, this book is a must have for the enthusiast and modeller alike.



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JUST Landed

A list of model kits that have arrived on the Hobby shop shelves in the UK over the last month



SCALE	MANUFACTURER	NAME	TYPE	PRICE
1/32	HK Models	Boeing B-17E/F Flying Fortress	Revised Tool	£259.99
1/32	Special Hobby	Curtiss P-36A Hawk	Reissue	£40.50
1/32	Trumpeter	Messerschmitt Bf109K-4	Revised Tool	£29.99
1/48	Arma Hobby	PZL 8/I	New Tool	£59.99
1/48	Airfix	Junkers Ju-87B	New Tool	£27.99
1/48	Hobbyboss	Avia CS.92. 262B-1a	New decals	£16.99
1/48	Hobbyboss	Messerschmitt Bf109G-6	Revised Tool	16.99
1/48	Hobbyboss	Vought F4U-1 Corsair	Revised Tool	£30.99
1/48	Hobbyboss	AMX-T	Revised Tool	£33.99
1/48	Hobbyboss	Sukhoi Su-34 Fullback	New Tool	£109.99
1/48	Hobbyboss	IAR-80	New Tool	£23.99
1/48	ICM	I-16 Type 24	New Tool	£11.99
1/48	Mirage	PZL P.11C	New Decals	£26.70
1/48	Revell	Fw190D-9	Ex Eduard	£26.99
1/48	Special Hobby	Supermarine Seafire Mk.III	Reissue	£21.40
1/48	Special Hobby	CAC CA-9 Wirraway	Reissue	£29.30
1/48	Special Hobby	Fairey Firefly Mk.4/5	Reissue	£33.80
1/48	Special Hobby	Junkers Ju-88C-4	Revised Tool EX ICM	£44.99
1/48	Special Hobby	Fokker D.XXI	Ex Classic Airframe	£26.70
1/48	Special Hobby	Fiat CR.52 Chirri	Ex Classic Airframe	£19.99
1/48	Special Hobby	Nieuport X	New Tool	£22.50
1/48	Wingsy Kits	Mitsubishi A5M2b Claude	New Tool	£39.99
1/72	3D Blitz	Pilatus P-21C	New Tool	£26.99
1/72	Arma Hobby	PZL TS-11 Iskra Silver Expert Edition	Revised Tool	£14.99
1/72	Arma hobby	PZL P.6	New Tool	£32.40
1/72	Arma Hobby	PZL P.7/1 Prototype	Revised Tool	£32.40
1/72	A Model	Dornier F Wal	Revised Tool	£58.70
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1/144	F-Rsin	Airbus A300-600 American	New Tool	£32.70
1/144	F-Rsin	Airbus A300-600 Iran Air	New Tool	£32.70
1/144	F-Rsin	Airbus A300-600 Tunis Air	New Tool	£32.70
1/144	F-Rsin	Airbus A300-600 Monarch	New Tool	£32.70

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FIRST LOOK!

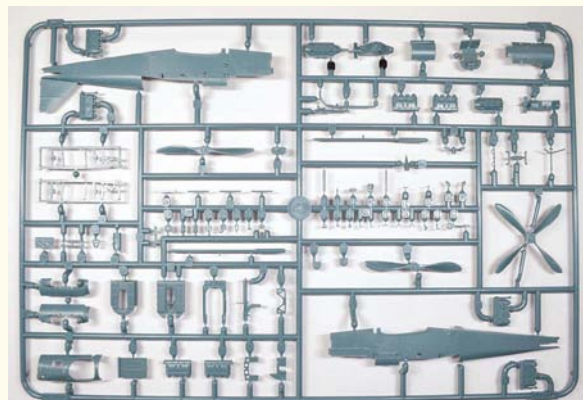
Raising the Bar

First Look at Eduard S.E.5a Test Shot

As always, Eduard attended the Nuremberg Toy Fair, this year with an impressive First World War Royal Flying Corps themed stand. This was to herald the long-awaited release of their Royal Aircraft Factory S.E.5a. This kit was first announced two years ago, with some very impressive CAD images, at the time we were promised something special and boy have they delivered.

In term of plastic moulding, this may just be one of the best World War One kits I have ever seen and this includes those from a certain New Zealand company. And this is without the etched brass set that will be included in the production boxing. In fact, I can honestly say for most modellers the etched brass sheet may only supply the seat belts and instruments because looking at the radiators I cannot see how etched will improve on the plastic mouldings.

The rib tape and lacing detail also has to be seen to be believed, and under magnification looks



even better. I was also impressed by the moulded pulleys in the upper wing and what I at first thought were minute recessed dips in between the rails of the foster mount for the top wing mounted Lewis gun. On closer

inspection, these were actually the smallest holes I have ever seen moulded in plastic.

The first release will be the Wolseley Viper engine version, this will be available from early March, with a Hispano-Suiza, engine version and a Royal Edition which will include both engine versions and a range of exclusive markings later in the year. Finally, a S.E.5a 1918 night fighter boxing and a Weekend edition will follow in 2018.

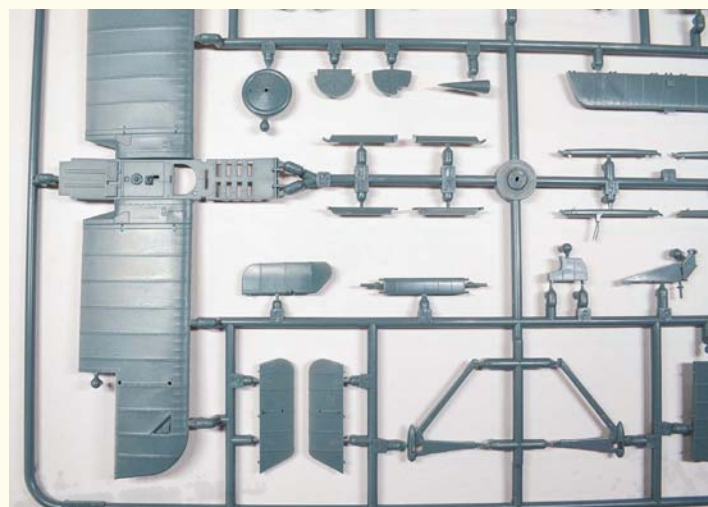
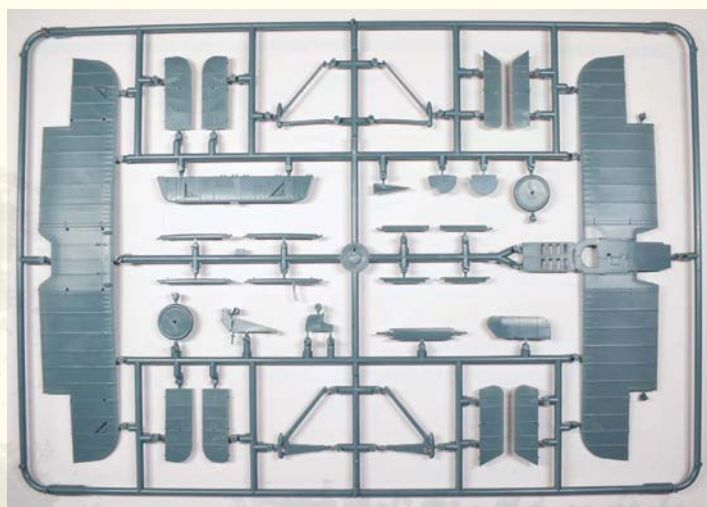
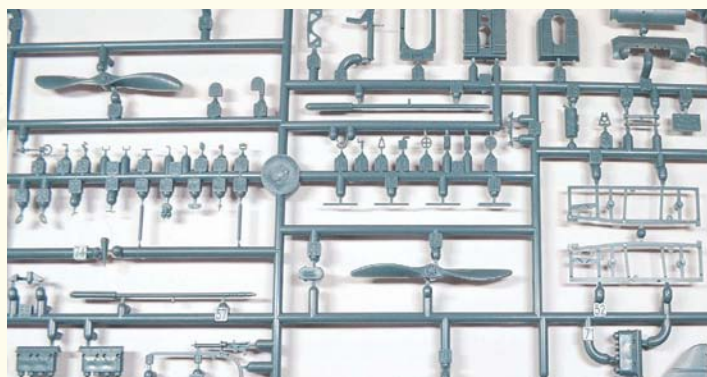
No details of the marking schemes yet, though I am sure the ones included on the model displayed at Nuremberg will feature on the first release.

Though I do not normally do not do biplanes in this scale I think I will be adding a couple

of these to my to do pile. And the only challenge that I can see is the double rigging wires seen on many RFC types.

Associate Editor and World War one specialist Tim Upson-Smith has accepted the challenge to try and have this built for the next issue. My sincere thanks to Eduard for supplying us with this test shot and I can not wait see what the have planned for the 1918 anniversary if the kits are to be of this quality.

Please note as this is a test short the plastic used is not to production standard and details may be altered before the kits release.



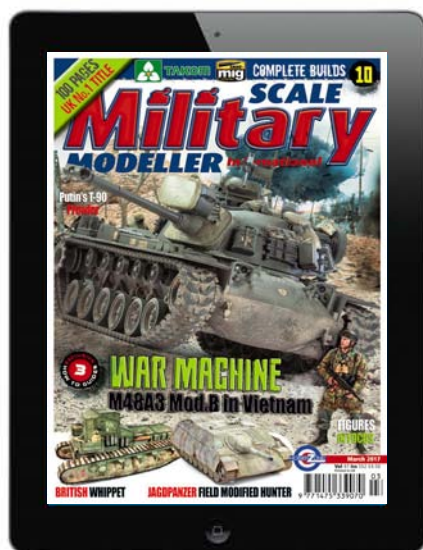
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FIRST LOOK!

Flying Banana

First Look at Italeri's 1/48 H-21C "Flying Banana"

Some say that helicopter only takes to the air because they are so ugly the ground repels them.

Well, beauty is the eye of the beholder and personally, I think you would need your eyes tested if you think the H-21C is beautiful. With its distinctive cranked fuselage which gives the type its nickname Flying Banana. Rather than the more correct official name of Shawnee carrying on the army tradition of using the name of Indian tribes for its helicopters.

Italeri has already produced a kit of the H-21 in 1/72 scale and sales were obviously good enough to enable them to produce this

scaled up version.

On opening the box I was surprised by the size of the fuselage this is a big aircraft though nearly half of its length is the engine compartment that housed the Wright R-1820 engine. This rear section is nicely detailed in the kit with a good representation of the engine and its associated mountings and exhaust system though a lot more can be added by the modeller if you wish to

use the open engine bay door option supplied in the kit. The pilots and troop compartment is nicely detailed and again very visible through the door hatches and through the large and clear cockpit canopy.

An etched brass fret supplies the seat belts for the cockpit as we'll as the prominent grills on the upper fuselage. And a nice touch is that the surprisingly small rotors already have the rotor droop moulded in place.

The instructions use Italeri's current CA design which I quite like with colour references keyed to both the Italeri paint range (which I have not seen in the UK) and federal standard (F.S) numbers which can be easily converted into your favourite brand using IPMS Stockholm's online colour converter. The only thing that may confuse is the instruction to make the lifting harness on the underside of the aircraft from Stirred Plastic? I assume they intend you to use stretched sprue though I think most will use

thread or brass wire for this.

Markings are supplied for three options:

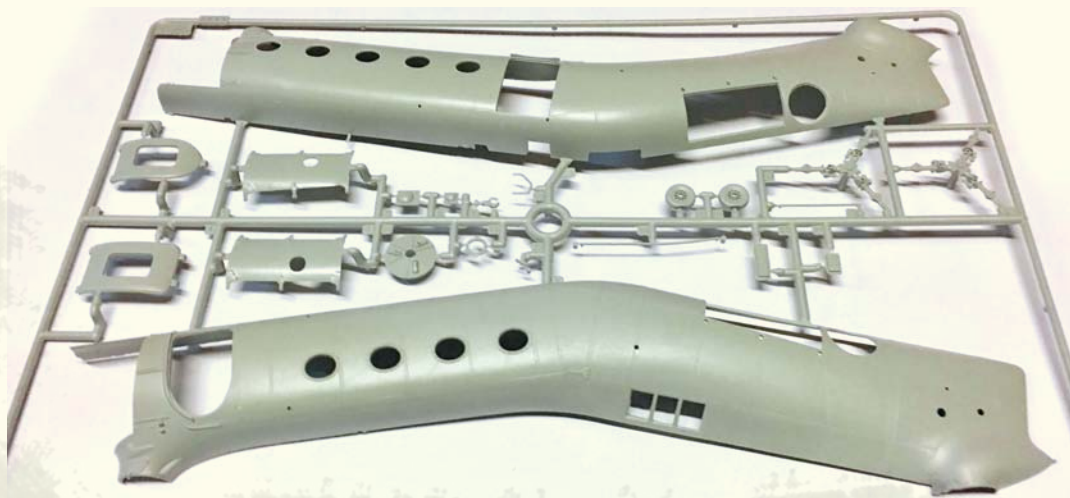
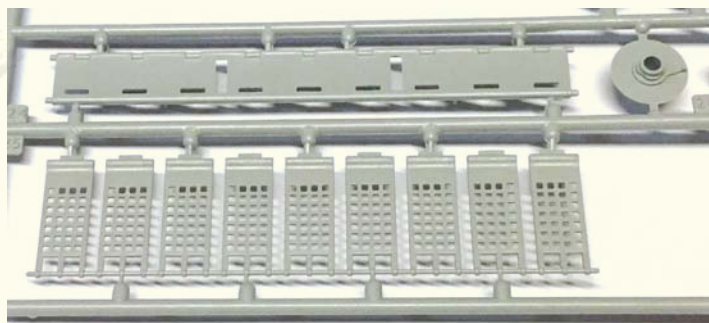
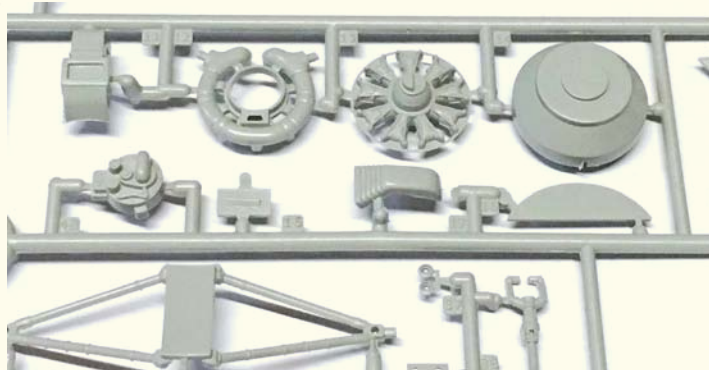
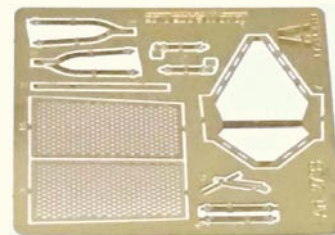
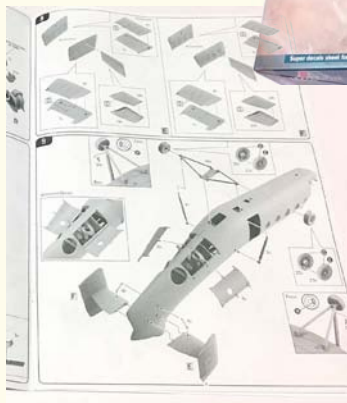
- H-21C, 93rd Transport Company, US Army, De Nang, Vietnam, 1963. Overall Olive Drab with blue trim and tigers head on the tail.
- H-21C, M.A.T.S, U.S.A.F, NAS Turner Field, Albany, Georgia, 1960, Overall Aluminium with large areas of gloss orange. Yellow and black fuselage band, very colourful.
- H-21C, Flotille 31F, French Aeronavale, Algeria, 1956. Overall Gloss French Blue

CONCLUSION

The Flying Banana was a significant aircraft in the development of the helicopter and along with H-34 was the last of the United States piston-engined helicopters before the turbine made the helicopter a truly useful tool in so many roles. I am sure many will be glad to have the opportunity to reproduce this ugly duckling on their 1/48 scale model shelf.

Italeri has produced a lovely state of the art kit of this type that I am sure will never be beaten.

Our thanks to the Hobby Company Italeri's UK importer for allowing us to receive this sample before the kit hit the UK Hobby shops shelves.



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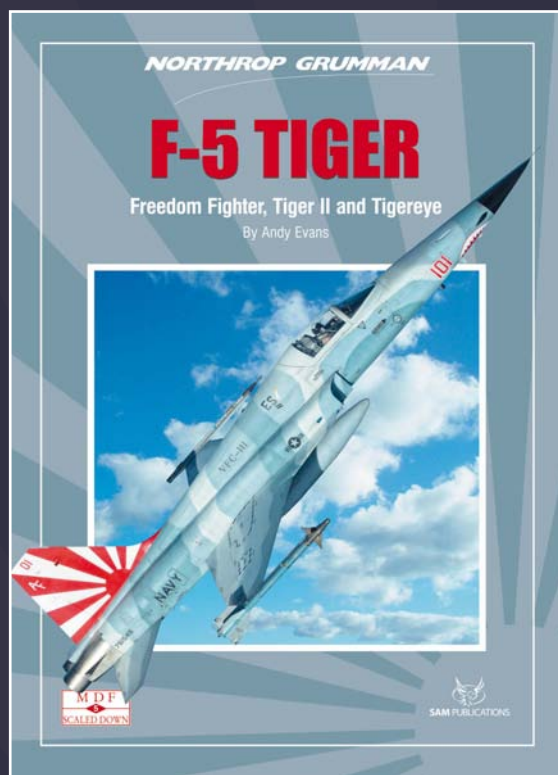
Freedom Fighter, Tiger II and Tigereye

MDF Scaled Down #5

By Andy Evans

One of the most enduring military aircraft designs ever produced, the F-5 series has served for more than four decades since its initial flight on July 31, 1963. The F-5 remains an agile, highly manoeuvrable, reliable supersonic fighter; lead-in trainer and 'aggressor', combining advanced aerodynamic design, engine performance and low operating costs. More than 2,600 were built by Northrop and with even more built under co-production and licensing agreements with Canada, the Republic of China, the Republic of Korea, Spain and Switzerland. From the F-5's first delivery in 1964 to its final one in 1989, every aircraft has delivered the performance as promised, and approximately two-thirds of the original production F-5's remain operational in twenty-six countries, including the United States.

Being smaller and simpler than contemporaries such as the F-4, the F-5 cost less to both purchase and operate, making it a popular export aircraft. The F-5A 'Freedom Fighter' entered service in the early 1960s, and although the USAF at the time had no acknowledged need for a light fighter, it did procure roughly 1,200 T-38 Talons, which were directly based on the F-5 design. After winning the International Fighter Aircraft competition in 1970, a program aimed at providing effective low-cost fighters to American allies, Northrop introduced the second-generation F-5E 'Tiger II' in 1972. The F-5 was also developed into a



Cover: Illustration Purposes Only

dedicated reconnaissance version, the RF-5 'Tigereye' and the ill-fated F-20 'Tigershark'. For the F-5 it has been a fast ride into aviation history!

The story of the F-5 is brought to life in this new MDF Scaled Down from SAM Publications, and the types background; operators, colour schemes and roles are all included, along with colour profiles, technical diagrams and extensive walk arounds. This is a must have book for the enthusiast and modeller alike.



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FIRST LOOK!

Dottie Mae

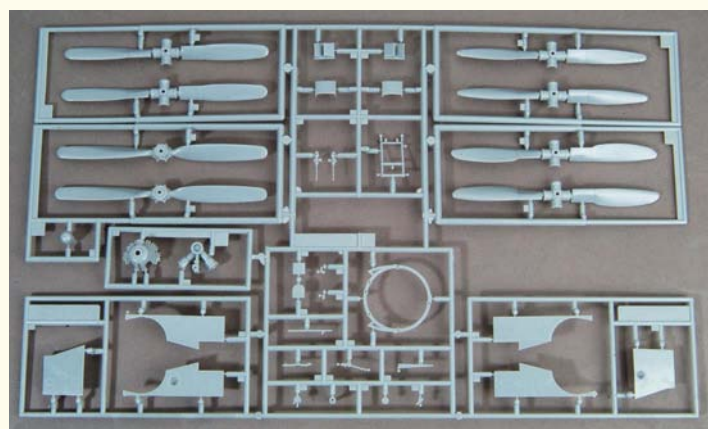
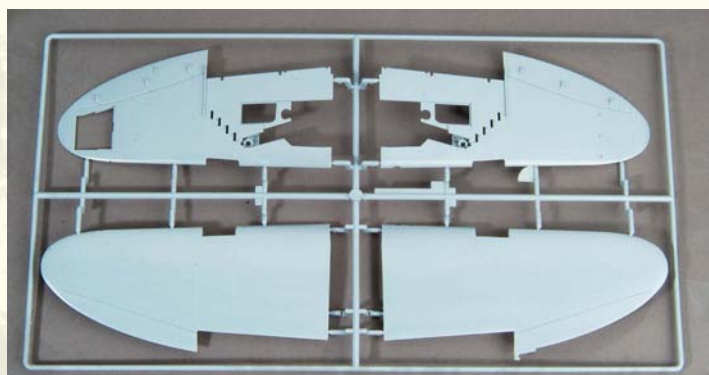
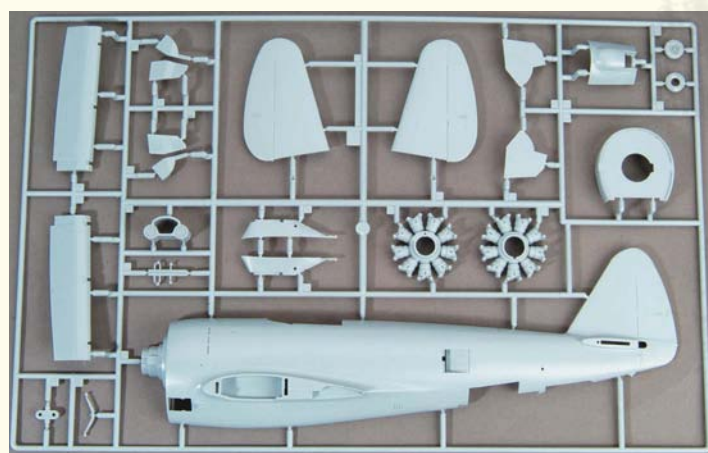
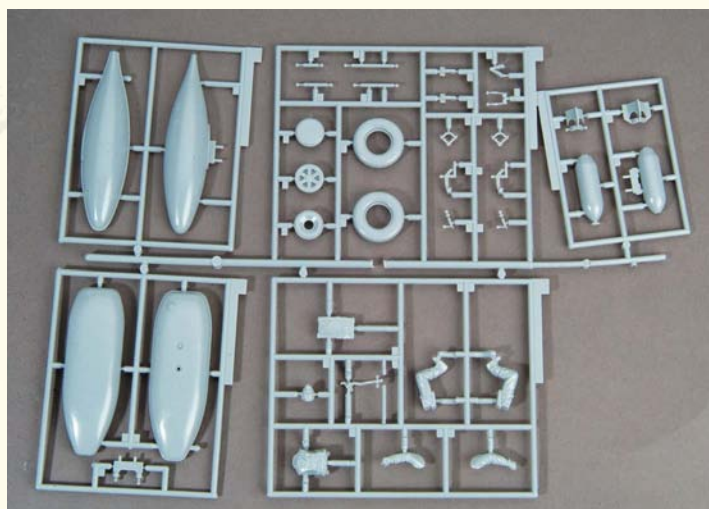
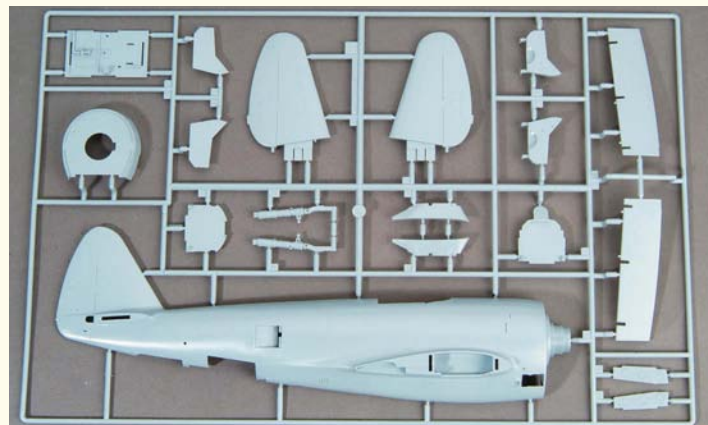
First Look at Eduard 1/32 P-47D "Dottie Mae"
by Angelo Picardo

Eduard continues with their release of other manufacturers plastic updated with their own resin & brass and with aftermarket decals.

Their latest release is the Hasegawa P-47D Thunderbolt, which is a superb model in its own right, but with a new set of decals by Cartograf for three aeroplanes of the 9th Air Force based in Europe in 1944-45, and two of Eduard's etch sets, one featuring pre-coloured parts to enhance the detail in the cockpit, and the other featuring pieces for the engine, airframe, and more for the cockpit.

Also included are a set of resin wheels, and a stunning A4 poster of the box art.

This release is a limited edition of 2000 and retails at £127.20 in the UK



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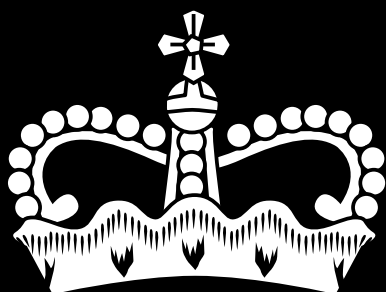
Hexagonal
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Scale Aircraft Conversions

This month SAC have released five new sets in 1/32, 1/48 and 1/72 scale. All are cast in white metal and will only require minimal clean up with a jewellers file before use.

1/32 Scale

CESSNA L-19/O-1 BIRD DOG LANDING GEAR AND ENGINE SUPPORTS

Product No: 32113
Designed for: Roden
Price: \$16.95

1/48 Scale

JUNKERS JU-88 LANDING GEAR

Product No: 48234
Designed for: Special Hobby/ ICM
Price: \$17.95

1/72 Scale

HP JET PROVOST T.3 LANDING GEAR

Product No: 72136
Designed for: Airfix
Price: \$11.95

FAIRY BARRACUDA LANDING GEAR

Product No: 72137
Designed for: Special Hobby
Price: \$11.95

BOEING B-17 FLYING FORTRESS LANDING GEAR

Product No: 72138
Designed for: Airfix
Price: \$14.95

CONCLUSION

The 1/32 scale set will be very welcome as it is for Roden's L-19/O-1 Bird Dog and aircraft that has very skeletal and long struts so the added strength of white metal will be very welcome. And as a small bonus, you also have a set of engine supports to replace the kits plastic examples.

As always these samples were provided by Scale Aircraft Conversions and will be available to purchase in the



UK from Hannants and www.oxonianplasticfantastic.co.uk the manufacturers also have their own website at www.scaleaircraftconversions.com.

Our thanks to Ross McMillan for supplying the review samples.



Retro Wings

Last month we reviewed some of the new Retro Wings sets released at Telford in November and I missed out the new Corsair cockpit in the Eggplant series.

Sadly, that was not the only omission as I found another set had slipped down the side of my chair. (I would never have this problem in 1/32 scale).

The missing item in 1/144 scale supplies details for the Great Wall \ Pit Road model of the TSR.2 in 1/44 scale. This set supplies new ejection seats as well as a new instrument panel and a simple instruction sheet.

1/144 Scale

TSR.2 COCKPIT DETAIL SET

Part No. RWE053

Designed for: Great Wall

CONCLUSION

A simple set that adds a lot to the rudiments kit parts. You can see the full range at www.retrokitline.net and we thank them for supplying us with the review samples.



PJ Productions

This month we have three more sets for things under the wings of Mirage III and IV from around the world.

1/48 Scale

PJP 48-127 LAU-32 WITH CES 3 PYLON

Product No: 481217

PJP 48-128 LRF-2 WITH CES 3 PYLON

Product No: 481218

PJP 48-129 LRF4 WITH CES 3 PYLON

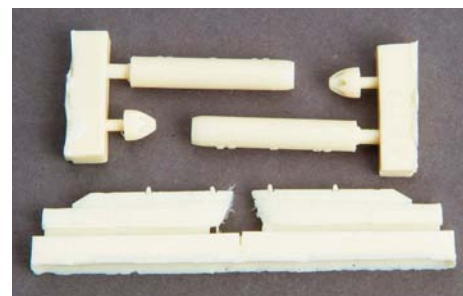
Product No: 481219

CONCLUSION

As normal these are well cast with only minimal preparation required before painting and will

certainly make your Mirage look that bit different from the rest. In the UK, all of the PJ Productions range is available from Hannants for other countries visit PJ Productions website at www.pjproduction.net.

Our thanks to Philippe Jacques of PJ Productions for supplying the review samples.



Eduard Brassin

I never cease to be amazed at the quantity of Brassin accessories from Eduard, again this month I have had to split them into two parts. The standout set for me this month is the 1/72 scale Rolls Royce Merlin for Eduard's Mk.IX Spitfire, this set is quite simply superb, and will really give the 'wow' factor to your model. The 1/48 scale Eduard Bf 109F also has some more sets available for it, including a rather fine cockpit.

1/72 Scale

672 125 Spitfire Mk.XVI top cowl (for Eduard kit)
672 139 Fokker Dr.1 engine (for Eduard kit)



672 126 Spitfire Mk.IX engine (for Eduard kit)

1/48 Scale

648 278 MC.202 undercarriage bay (for Hasegawa/Eduard kit)
648 279 Bf 109F cockpit (for Eduard kit)
648 288 Bf 109F propeller late (for Eduard kit)
648 286 F-104 C2 ejection seat (for Hasegawa kit)



1/32 Scale

632 089 Bzooka rocket launchers for P-47 (for Hasegawa/Eduard kit)
632 095 CBU-105
632 096 Mk.82 bombs



CONCLUSION

If you want to add that extra touch of detail to your model and you have any of the kits that the sets listed above are suitable for then

these sets can be recommended, as they are indeed some of the best resin around! My thanks to Eduard for supplying these review sample www.eduard.com



MDC

New from MDC at Telford is a very simple set providing underwing rocket stubs for Tamiya's 1/32 Mosquito.



1/32 Scale

BROWNING MOSQUITO ROCKET STUBS

Product No: CV32080
Designed for: Tamiya

CONCLUSION

Our thanks to Bob at MDC for the samples, which are available from MDC Tel 01246 827755 or visit the website to see the full range at www.modeldesignconstruction.co.uk.

Master Models

Last month we reviewed a selection of new releases from Master Models, and this month we have the rest of the sets in the latest shipment. In this batch, we have a number of sets that as well as the familiar turned brass also include some stunning prints resin which replicates the complex Russian pitot heads and detailed rotary cannons for the AH-64 Apache and Mil24 Hind in all scales from 1/72 to 1/35th.

Each set comes with a small instructions sheet not needed on the 1/144 one-piece pitot tubes but very handy on the more complex multi-media sets.

1/144 Scale

AM-144-019 HAWKER HUNTER PITOT TUBE

Designed for: Revell

AM-144-020 BAC LIGHTNING PITOT TUBE

Designed for: Revell

AM-144-018 B-58 HUSTLER PITOT TUBE

Designed for: Hobbycraft/Academy



AM-144-F-106 DELTA DART PITOT TUBE

Designed for: Arian



AM-72-111 A-1 SKYRAIDER 20MM GUN BARRELS AND PITOT TUBE

Designed for: Hasegawa



AM-48-128 A-1 SKYRAIDER 20MM GUN BARRELS WITH FLASH HIDERS AND PITOT TUBE

Designed for: Tamiya

1/72 Scale

AM-72-110 MIL-24D/E HIND 12.7 MACHINE GUN AND PITOT TUBE

Designed for: Hasegawa/Airfix/Zvezda

AM-72-112 A-1 SKYRAIDER 20MM GUN BARRELS WITH FLASH HIDERS AND PITOT TUBE

Designed for: Hasegawa

AM-72-115 MIG-31 FOXHOUND PITOT TUBE

Designed for: ICM

1/48 Scale

AM-48-126 MIL-24D/E HIND 12.7 MACHINE GUN AND PITOT TUBE

Designed for: Monogram

AM-48-131 MIG-31 FOXHOUND PITOT TUBE

Designed for: AMK/Hobbyboss

1/32 Scale

AM-32-092 AH-64 APACHE M230 CHAIN GUN AND PITOT TUBE + TAIL ANTENNA

Designed for: Testor

AM-32-093 A-1 SKYRAIDER 20MM GUN BARRELS AND PITOT TUBE

Designed for: Trumpeter/Zoukei Mura

AM-32-094 A-1 SKYRAIDER 20MM GUN BARRELS WITH FLASH HIDERS AND PITOT TUBE

Designed for: Trumpeter/ Zoukei Mura

1/35 Scale

AM-35-003 MIL-24D/E HIND 12.7 MACHINE GUN AND PITOT TUBE

Designed for: Trumpeter

CONCLUSION

Honestly, in my view these are among the most value accessories that we receive and offer truly outstanding value. The full Master range can be viewed on their website at www.master-model.pl and in the UK the range will be stocked by Hannants and also available from the Master Model stand at Telford in November.

Our thanks to Piotr Czerkasow for supplying us with the review samples.

Airscale

This month we have two more of Aeroscale's 1/24 scale Instrument panel upgrade that supplies an etched brass instrument panel

and custom printed decals for the instrument dials. This month sets are for the FW-109A and North American P-51 Mustang and are a major upgrade compared to the original kits.

1/24 Scale

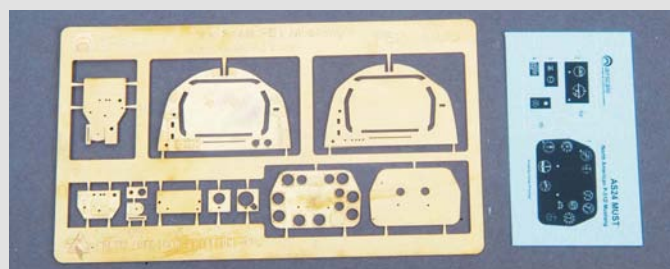
PE24 FOC FOCKE-WULF FW-190

PE24 NORTH AMERICAN P-51D MUSTANGS

CONCLUSION

These sets really look impressive and with careful painting really draw your eye into the cockpit of your 1/24 scale model.

Our thanks to Peter Castle of Airscale for supplying the review samples which can be ordered from their website at www.airscale.co.uk.



Attack Squadron

For fans of the Hornet, these releases from Attack Squadron will be very welcome, coming as they do in both 1/72 and 1/48 scale, if jets aren't your thing, then the 1/72 scale Wright engines for the B-17 or the Dauntless may appeal? In 1/48 scale the update set for the



Mirage Hobby PZL P11 will be a worthwhile investment, with its new engine wheels and fuselage insert for the undercarriage.

1/72 Scale

72095 SBD-5 Dauntless Wright R-1820-60 engine (for Hasegawa kit)
72096 E/F/G Wright R-1820 engine x4 (for Hasegawa/Academy kit)
72097 F/A-18 A/B/C/D GE F 404 engine nozzle (for Hornet legacy kits)
72098 F/A-18 A/B/C/D wheel set (for Hornet legacy kits)
72100 MiG-29A Polish Air Force upgrade set
72109 F/A-18 A/B/C/D Hornet pylons (for Hornet legacy kits)

1/48 Scale

48055 PZL P.11C upgrade (for Mirage Hobby kit)
48057 F-16C/D Conformal Fuel Tank



(for Tamiya kit)
48061 F/A-18 A/B/C/D GE F 404 engine nozzle (for Kinetic kit)
48062 F/A-18 A/B/C/D wheel set

CONCLUSION

The quality of resin accessories is just fantastic these days,

we are truly living in a golden age of model making and these sets from Attack Squadron continue to raise the bar. My thanks to Attack Squadron for supplying these sets for us to review, for further details and information of other available sets visit www.armahobby.pl.



AK Interactive

AK Interactive have been producing paints for some time now in both individual dispensers or as sets of 8 linked colours in 17ml dispensers. We have just received one of the latest box sets which should be very popular in the UK as it supplies all of the main colours used on RAF fighter and Bombers during the Second World War. On the rear of the box, you have six illustrations using a Spitfire, Hampden, Blenheim, Hurricane, Mosquito and Typhoon to illustrate the colours use.

AK2010 RAF CAMOUFLAGES

This set includes
AK2011 RAF Dark Green
AK2012 RAF Dark Earth
AK2013 RAF Medium Sea Grey
AK2014 RAF Ocean Grey
AK2015 RAF Sky
AK2016 RAF Middle Stone
AK2017 RAF Azure Blue
AK2018 RAF Interior Grey Green



CONCLUSION

AK Interactive paints can be brush painted or thinned with their own brand thinners (AK712) 60/40 to obtain a nice smooth finish. This task is made a lot easier thanks to the dropper design of the bottle which makes it easy to get the right mixes as well as fading the

paint by adding a drop of white or other lighter shade to the mix.

These boxed sets are a great introduction to the AK range though most modellers will always have one or two colours they rarely use and others like AK2018 Interior Grey Green which you will

defiantly have to buy more of.

Our thanks to AK Interactive for supplying the review sample which can be purchased from their website at www.ak-interactive.com.

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**PRODUCT OF
THE MONTH**

LightCraft



Lightcraft Ultraslim A4 Lightbox

Product Code: LC2004LED

When I think 'lightbox' an image of the old huge cumbersome 'thing' from my old office springs to mind, this new one from Shesto could not be more different. It is very slim and light-weight has three light settings and does not get hot! The area of the light is a bit larger than A4 and it has metric and imperial rulers on two sides.

Whilst a lightbox is not an essential tool for model making, it is a useful one to have, as plans can be traced so masks can be made, it is also a very useful tool in masking canopies as the backlight makes it so much easier to follow the canopy frames when you are cutting them out... The other great thing about a lightbox is that they can be used to view slides, for our younger readers, slides are a type of film photograph from the days when you could only take 36 photographs at a time before changing the film...! If you are of an age where you still have boxes of slides, this lightbox will be an ideal way to view them so that they can be sorted and catalogued.

My thanks to Shesto for supplying this lightbox for review, if you build larger models, Shesto also have a larger A3 lightbox available in their range.

FEATURES & BENEFITS:

Ideal for tracing plans to produce paint masks, as a backlight when masking canopies and displaying slides & transparencies.

Features

- Dimmable LED lighting
 - Consistent light across the whole panel face
 - Tracing area that comfortably takes A4 size
 - Energy efficient – Low heat emission
 - 2m USB cable for use through Computer/Laptop
 - Mains UK/EU Plug with USB slot
- Energy Consumption: 5kWh/1000h
Energy Efficiency Class: A+
Weight: 897 grams
Dimensions: 270mm x 361mm x 9mm

For more information on this and other products go to the Shesto website

www.shesto.com

or contact them directly via email at sales@shesto.co.uk or telephone

0208 451 6188





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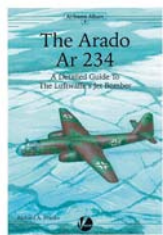
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Airframe Album 9

The Arado Ar 234. The ninth title in the Airframe Album series will be an essential companion for anyone tackling the Fly (1/32nd), Hasegawa (1/48th), Dragon and even the Frog kits in 1/72nd scale. 114 pages, period detail images. Colour profiles and by Richard J. Caruana

£16.95



Airbrushing and Weathering Techniques.

The information in this book is the result of nearly twenty years working with Vallejo acrylic colors and auxiliary products and is meant to be used as a guide and reference. Chapters include Air brushes and Airbrushing Model Air Colours, Acrylic Surface Primer, Airbrushing Model Air Techniques, Basic Weathering Techniques, Advanced Weathering Techniques, Decals and Varnishes, Diorama-Vignette Bases and Stone Textures, Creating Wet and Water Effects Gallery, FAQ with Tips and Tricks, Colour Charts.

£22.99



MDF 27 The Sepecat Jaguar.

This new Datafile from SAM Publications is not only an account of the Jaguar's airframe, operators, roles and systems, but also a celebration of a much-loved aircraft, and one sadly missed in our skies. Includes full details of the aircraft in service, comprehensive walk arounds, colour profiles, scale plans and how to model the Jaguar in popular scales.

£19.99



Monograph Special in 3D 96009.

Messerschmitt Me 262
Schwalbe. Hardback, 230 pages, 180 archival photos, 100 renders. Published by Kagero

£29.99



Monograph Special 8. Messerschmitt Bf 109 F.

The monograph devoted to the eFi variants of the Messerschmitt Bf 109, the most famous WW2 German fighter, discusses its development, process of testing the prototypes and serial production. Hardback, 254 pages. Black/White photos, colour profiles.

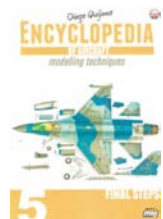
£28.99



Photosniper 24 Mi-28 Night Hunter

Mil design bureau, led by Mikhail Leontyevich Mil, was one of the leading soviet plants promoting combination of helicopters and firepower. Mil was personally involved in the development of pre-war A-7 autogyro equipped with machine gun for its own defence and two more for ground targets destroying 80 pages, 220 colour photographs, 4 painting schemes, Gloss coated paper.

£19.99



Encyclopedia of aircraft 5.

Introducing the Fifth volume of the definitive modelling guide, Encyclopedia of Aircraft Modelling Techniques. This volume covers the following subjects in depth through its 155 pages and more than 700 high quality pictures: How to assemble, paint, and weather fuel tanks and all types of weapons including missiles, bombs, machine guns, and cannons.

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F/A-18 Hornet and Super Hornet Manual.

An insight into the design, construction and operation of the US Navy's supersonic, all-weather multi-role combat jet. Supported by more than 270 photographs and technical illustrations. Hardback, 172 pages

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10233 U.S. ECM Aircraft In Action.

Specific aircraft included in the book are ECM variants from the 1950s, Vietnam, the Cold War, Operation Desert Storm, Operation Deliberate Force (Yugoslavia), and modern aircraft including the Navy's EA-18G Growler, which is capable of jamming frequencies and eliminating surface-to-air radar sites at Mach 1.8. Paperback, 250 photos.

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Hawker Hunters at War.

Profusely illustrated with well over 100 photographs and 15 colour profiles showing all aspects of camouflage, markings and various equipment, Hawker Hunters at War is the ultimate profile of Hunter's colourful and action-packed service in Iraq and Jordan during a period when this legendary type formed the backbone of local air forces.

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The Weathering Aircraft 4

Base Colours. The Weathering Aircraft, your publication of choice focusing on painting and weathering techniques for aircraft models. In this issue, we will show you how to work with the typical greens and grays, both key components of the majority of military camouflage.

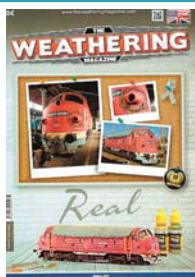
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10243 Messerschmitt Bf 109 in Action.

Packed with 200 vintage photos, line drawings, and colour profiles, the Messerschmitt Bf 109 in Action covers the entire career of the Bf 109 in all its versions and variations. 80 pages.

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The Weathering Magazine 18 Real

The Weathering Magazine is the only magazine devoted entirely to the painting and weathering techniques of scale models and figures.

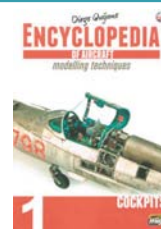
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Wingspan Volume 2

The second volume in the exciting series continues to showcase the increasingly popular 1:32 aircraft scale. The landscape format and large photos afford the opportunity to explore the models closely, and to truly appreciate the level of detail achievable in this scale. Paperback, 127 pages, full colour.

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The definitive encyclopedia of model aircraft performed by the world famous modeler Diego Quijano and a selection of the best worldwide aircraft modelers, led by Mig Jimenez. Paperback, 123 pages, full colour.

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RF-4E & F-4E Phantom II Volume 2

100 pages and hundreds of photographs captured by one of the world's leading aviation photographers illustrate in extreme detail every corner of the jet. External details, walk-around, cockpits, photo equipment, APQ-99 and APQ-120 radars, engines, access panels and all the weapons, AIM-7E/F, AIM-9P/L, Mk-20, Hobos and much more are thoroughly described down the last detail.

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Discover the mighty F-4E Phantom in this new unprecedented 'Under The Skin' series book! 108 pages and hundreds of photographs captured by one of the world's leading aviation photographers illustrate in extreme detail every corner of the jet. The book covers the F-4E AUP in Hellenic Air Force service but will also become a valuable reference asset for any gun nosed Rhino.

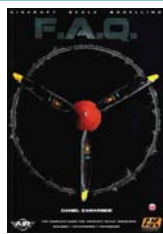
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Encyclopedia of Aircraft Modelling Techniques 2.

Interiors and Assembly. This second volume covers in depth through its 160 pages the following subjects: Assembly, preparation and painting of landing systems, including wheels, undercarriage and landing gear. From basic painting to the most advanced detailing, scratch-building, making pieces in metal and resin, etc. Detailed and painting of interiors of any aircraft. For example: open panels, avionics systems, kit parts, scratch-built and aftermarket kits.

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Aircraft Scale Modelling. F.A.Q.

This book is a compilation of aircraft scale modelling techniques, step by step guides with hundreds of colour pictures for WWI, WWII, coldwar and modern aircraft, showing a wide range of painting and weathering techniques. 380 pages, more than 2,500 images.

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Airframe Album 10. The ME 163 Komet.

The tenth title in the Airframe Album series is an essential companion for anyone tackling the Meng (1/32nd), Trimaster/Dragon (1/48th), Academy and even the older Airfix and Heller kits in 1/72nd scale. 114 pages. Colour illustrations, colour profiles, line drawings

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10241 F-105 Thunderchief In Action.

The development, production and deployment of the seven Thunderchief models are chronicled in this volume through nearly 200 vintage photos. More than half are in original color. These photos are augmented with a dozen line drawings and eight colour profiles. 80 pages

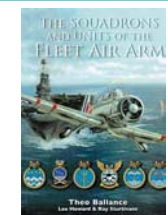
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Top Drawings 37.

Curtiss P-40. Paperback, 27 pages, 28 sheets of scale drawings, 9 colour profiles

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The Squadrons and Units of the Fleet Air Arm

The result of unparalleled research using information gathered from a wide range of sources, including Museum and National Archive records, Squadron and Flight diaries. Illustrated throughout by more than 800 photographs and, for the first time in one volume, over 180 squadron, ship and unit badges, mostly in colour.

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X Planes 2 Messerschmitt Me 264.

Dazzling digital artwork and 50 rare archive photographs perfectly complement the detailed analysis offered by Robert Forsyth as he examines the development, intended role and influence of the aircraft that Hitler planned to use to bomb New York City.

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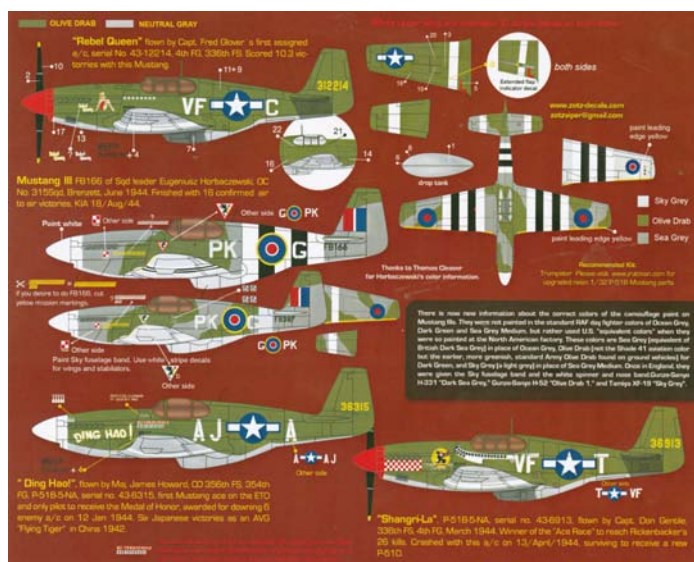
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Zotz Decals

For those not familiar with Zotz Decals this Mexican company produces some of the finest decals in the world both under their own brand name and for many other decal manufacturers. Their latest sheets include markings for a number of P-51B or the RAF version of the Mustang III and two sets of markings for Tamiya's F-4J Phantom. Both sheets come with full colour instructions which supply some historical information as well as a clear placement guide.

1/32 Scale

ZTZ 32-873 P-51B MUSTANGS IN E.T.O

- P-51B Mustang "Rebel Queen" Capt F Glover, 43-12214.
- P-51B Mustang, "Ding Hao" Maj James Howard, 43-6325
- P-51B Mustang, "Shangri-La" Capt Don Gentle, 26 Kills
- Mustang III, FB166, Squadron Leader E Horbaczewski, OC 315 Sqdn, 16 Kills. With invasion stripes on wings and fuselage.
- Mustang III, FB387 This aircraft has the same squadron codes as the above option with some small

differences to the unit markings, an enlarged scoreboard and no invasion stripes.

ZTZ 32- 075 COLOURFUL F-4J PHANTOMS PART 2

All aircraft are finished in light gull grey over white

- F-4J, VF-74 "Be-Devillers" This aircraft has a red lightning strike from the rudder to mid fuselage.
- F-4J, VMFA-451 "Warlords" This aircraft has a blue trim, the includes the whole radome and cockpit area while a blue arrow with white stars decorates the tail and a blue and white star band around the fuselage.
- F-4J, VF-33 "Tarsiers" This aircraft has a black tail with a yellow star and lightning bolt unit insignia plus six coloured starts on the rudder.
- F-4J VF-21 "Freelancers" This aircraft has a predominantly yellow trim with a black cockpit surround and an unusual black demarcation around the nose radome.

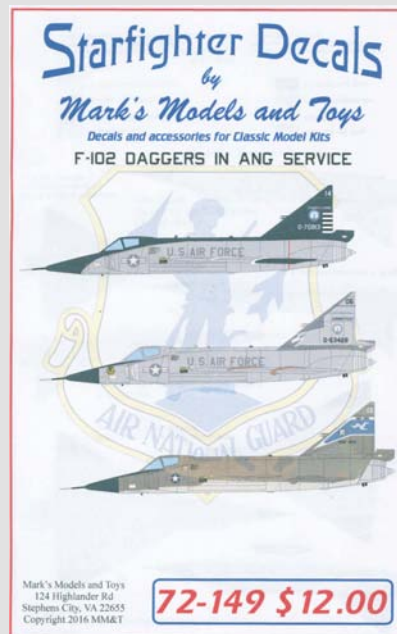
CONCLUSION

An interesting selection of colour schemes and it would be hard not build a number from each sheet though this may need an extension to the modelling display area. The full Zotz range can be viewed at their website at www.Zotz.com and in the UK are stocked at Hannants.



Starfighter Decals

This month we have another new release from Starfighter and this time they have picked on of my favourite markings. Applied to F-102s of the Connecticut Air National Guard was a striking piece of work of a large Seabird in flight, in my view this scheme has always rivalled the best artwork from the United States Navy. The sheet also supplies two other choices both from Air National Guard Units. Pennsylvania supply an aircraft with extensive amounts of black trim. The last option from New York ins S.E.A camouflage with blue and white markings on the tail.



1/72 Scale

SD 72-149F-102 DELTA DAGGER IN ANG SERVICE

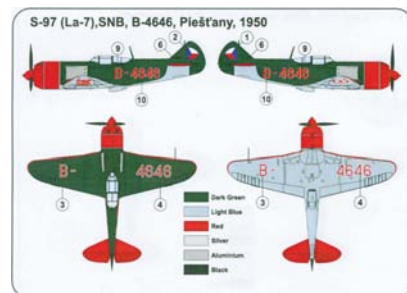
- F-102, 57-0813, 146 F.I.S, Pa ANG, Pittsburgh, Case XX Wing.
- F-102, 56-1241, N.Y ANG, Suffolk County, Case X Wing.
- F-102, 55-3428, 118 F.I.S, CT ANG, Case X Wing.

CONCLUSION

If you are interested in pre-war aircraft US Navy and Marine aircraft, you will probably already have visited Starfighter's site but now they are rapidly adding post-war aircraft to their repertoire so have a look and see if anything takes your fancy as their sheets offer outstanding value for money. Their address is www.starfighter-decals.com and we thank them for supplying the review samples.

HR Models

Czech manufacturer HR Models latest sheet supplies markings for a pair of Lavochkins in post war service with the Czech Border Police. Both aircraft are finished in a grey and green camouflage with extensive areas of red trim. Both aircraft have the unusual shield shaped Czech national markings seen in the late 40s and 50s.



1/48 Scale

CZECH LAVOCHKIN LA-5FN/LA-7

- La-5FN, SNB serial 3678, Piestany, 1950.
- La-7, SNB serial B-4646, Piestany, 1950.

CONCLUSION

A simple sheet that supplies an interesting scheme that I have not come across before though I have seen a similar one the Avia built Jumo engine 109. The HR models range is being imported into the UK by Hannants and I thank them for supplying the review sample.

Eduard

Not a name we normally see in the decal section but Eduard last year started releasing a range of decals aimed mainly for their own kit ranges. This month we have yet more decals mainly aimed at those purchasing Overtrees from Eduard's website. Overtrees are just the plastic parts from some of Eduard's recent kits sold without any instructions decals or brass at a cheaper price and are perfect for those who like making a whole selection of schemes on a budget.

We have already had a selection of unit schemes but the latest sets may have a more broad interest as the supply national insignias as well as a lovely set of stencils for the Spitfire in 1/72 scale.

1/72 Scale

ED-D72011 SUPERMARINE SPITFIRE MK.XVI BUBBLETOP STENCILS

ED-D72012 FW-190A BALKENKREUZE

This sheet supplies seven alternative sizes of the German national markings

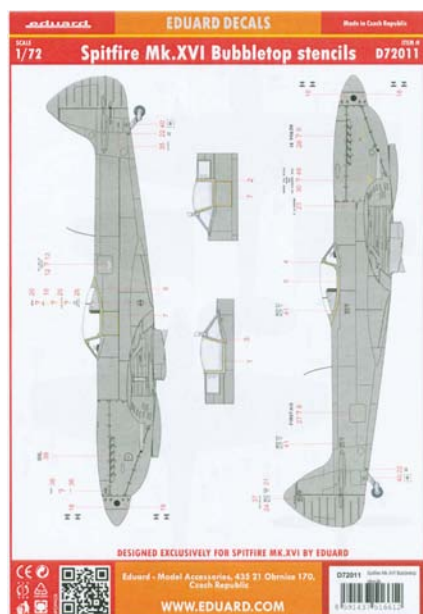
1/48 Scale

ED-D48027 BF109G-6 BALKENKREUZE

This sheet supplies five alternative sizes of the German national markings

ED-D48028 BF109G SWASTIKAS

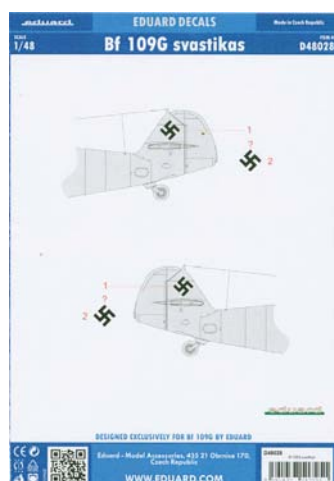
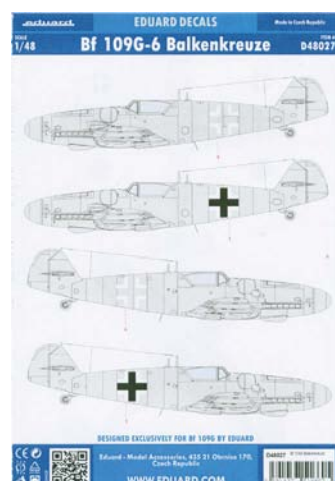
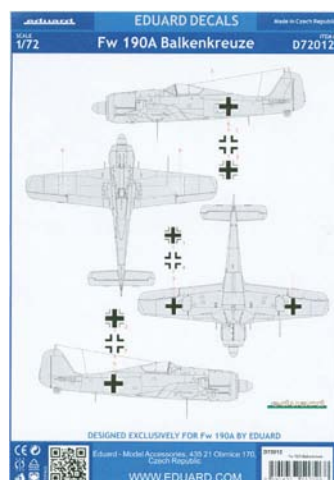
This sheet supplies two different sizes of swastika.



CONCLUSION

Though aimed at the Eduard range many kits can benefit from the edition of these decals.

These sheets and the Overtrees range are available to purchase from www.eduard.com and we thank them for supplying us with the review samples.



Moose Republic Decals

This month Moose Republic have released another sheet for the Viggen this time a very attractive overall red paint scheme with white ghosts on the fin and wings. The ghost emblem is the insignia of the first maintenance squadron and was painted in this special scheme to celebrate the transition from Viggen to Grippen.

The second sheet supplies markings for Vampires in Swedish service and though most are in a green over blue scheme there are some nice unit badges and coloured letters on the tail. The most colourful option is a nice overall silver example with Orange striping that will really stand out from the crowd.

1/72 Scale

72020 AJS 37027 VIGGEN "THE SHOW MUST GO ON"

• AJS 37 Viggen, 37027, 57-F10 Angelholm.

1/48 Scale

48007 DE HAVILLAND FB.5 J 28B VAMPIRE

• J 28B, 28345 Yellow Foxtro (Filip

in SweAF) – F4 Frosen 1954.

• J 28B, 28147 Blue Charlie (Cesar in SweAF), F9 Save with second squadron's badge "Bonzo" on right side of the nose.

• J 28B, 28133 (FB. V0117) Red Bravo (earlier red E) – F11 Skavsta, 1954.

• J 28B, 28391, Blue Hotel (Helge in SweAF) F15 Soderhamn.

• J 28B, 28181 (FB.50 V0285) Black Bravo F8 Barkarby.

• J 28B, 28122 Red Foxtro – F9 Save 1950..

• A 28B, 28344 Blue Uniform (Urban in SweAF) – F14 Halmstad.

• J 28B, 28155, Blue Bravo, F18 Tullinge.

• J 28B, 28113, Yellow Julia (Johan in SweAF) – F18 Tullinge.

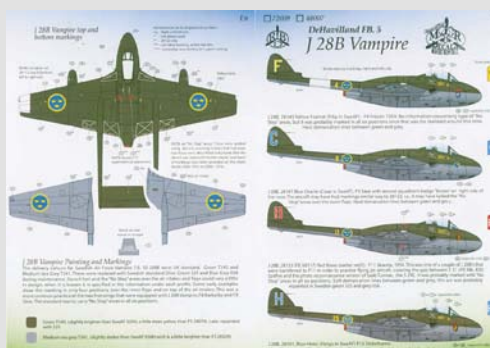
• J 28B, 28156 Yellow Bravo – F 21 Kallax.

48013 AJS 37027 VIGGEN "THE SHOW MUST GO ON"

• AJS 37 Viggen, 37027, 57-F10 Angelholm.

CONCLUSION

At present, you can find this range at Hannants and also at www.mooserepublic.se and we thank them for supplying the review samples.



Isra Decals

Something a bit different this month from Isra, they have released a new sheet in 1/72 scale for the F-4E and RF-4 Phantom II in Israeli service. What makes this sheets different is the way it has been laid out. Instead of the conventional list of options, this sheet supplies markings to produce markings for any aircraft from the five operational squadrons.

The instruction sheet features a number of photographs showing Israeli F-4s in both the three colour camouflage scheme and later grey scheme

1/72 Scale

IAF-98 F-4E/RF-4 KURNASS



These sheets supplies markings for all schemes carried by The Hammer Squadron, The One Squadron, The Bat Squadron, Orange Tail Squadron and the Scorpion Squadron.

CONCLUSION

This is a superb sheet for IDF fans that if combined with the Isra books on the Kurnass will enable you to reproduce any specific aircraft from any time period.

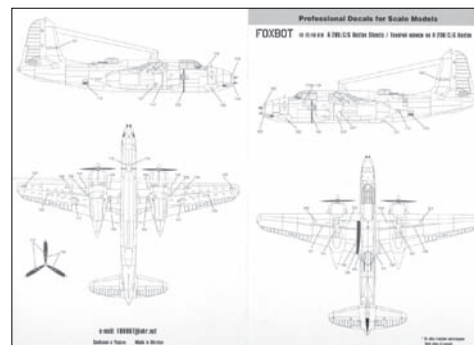
Our thanks to Isra for supplying the review samples which can be purchased from www.isradecal.com as well as Hannants in the UK.

Foxbot Decals

Ukrainian manufacturer Foxbot has supplied us with their latest sheets and these are very different

from the previous examples we have seen. All the previous sheets have covered Russian aircraft from World War Two to the modern day. This month's new sheets all supply stencils for a number of

World War Two American aircraft and as a small extra bonus also include a number jungle of yellow serial numbers for the tail. Each sheet has a small instruction sheet, which clearly shows the location of the all the stencils.

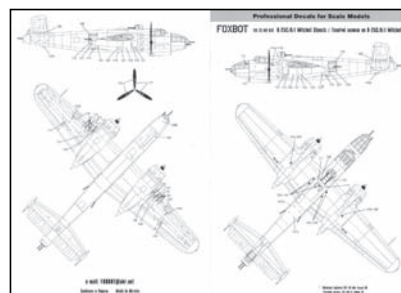
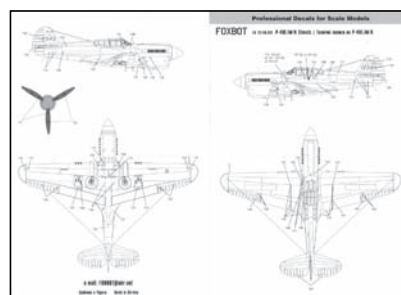


1/48 Scale

48-010 A-20B/C/G BOSTON STENCILS

48-011 P-40E/M/K STENCILS

48-012 B-25C/D/J MITCHELL STENCILS



CONCLUSION

If you like these stencils but want them in 1/72 scale Foxbot will have them available by the time you read this. Our thanks to them for supplying these samples which in the UK are available from Hannants.

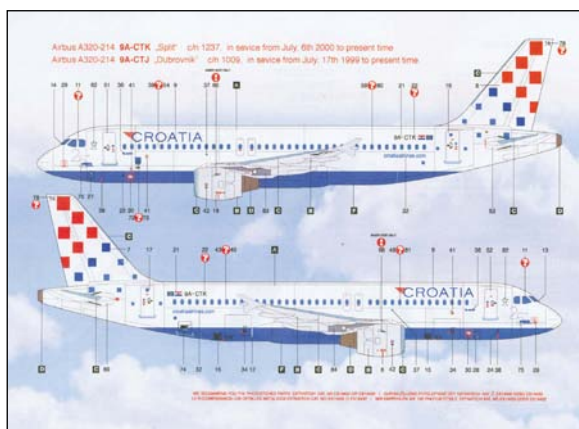
Boa Decals

Boa Decals from the Czech Republic have been steadily covering the airlines of Eastern Europe for many years and this month we have two more attractive schemes to add to Revell's Embraer ERJ-195 and Airbus A320.

For the Airbus, we have markings for an all white aircraft of Croatian Airlines, which has the tail section covered in red and blue checks.

For the Embraer, we have markings for all four examples flown by Montenegro airlines with a white eagle's head on a blue fin. Both options have

full stencil details as well as decals for fuselage windows either as grey windows with silver surrounds or just the silver surrounds to be used with kits clear parts.



Scale

BOA14495 AIRBUS A320 CROATIA AIRLINES

This sheet supplies marking for Airbus A320, 9A-CTK.

BOA14496 EMBRAER ERJ-195 MONTENEGRO AIRLINES

This sheet supplied markings for Embraer ERJ-195s.
40-AOA/OB/OC/OD,

CONCLUSION

As always these sheets are beautifully printed and the instructions shows exactly where everything goes. So, if you like building 1/144 airliners but are looking for something a bit unusual visit www.boadecals.com and we thank them for supplying us for the review sample.



Václav Lomitzki – VALOM

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NEW in March

72058 Handley Page Sparrow Mk.II 1/72 scale



72120 N.A. B-45A Tornado 1/72 scale



72121 N.A. B-45C Tornado 1/72 scale



14420 Nieuport 11 vs Fokker E.III
(Duels in the sky) 1/144 scale



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“One Shade of Gray”

Roden 1/144 Lockheed C-141B Starlifter by Peter Barker

THE ‘LIFTER’

President John F Kennedy's first official act after his inauguration was to order the development of the Lockheed 300 on 13 March 1961, with a contract for five aircraft for test and evaluation to be designated the C-141.

Introduced to replace slower propeller driven cargo planes, the C-141 was designed to requirements set in 1960 and first flew in 1963, with production deliveries of an eventual 285 planes beginning in 1965. The aircraft remained in service for over 40 years until the USAF withdrew the last C-141s from service in 2006, when the Starlifter was replaced by the mighty C-17.

In service, the C-141 proved to “bulk out” before it “grossed out”, meaning that it often had additional lift capacity that went wasted because the cargo hold was full before the plane's weight capacity had been reached. To correct these deficiencies and utilise the C-141 to its full capability, 270 in-service C-141As (most of the fleet) were stretched, adding needed payload volume. These modified aircraft were designated C-141B. It was estimated that this stretching programme was equivalent to

buying 90 new aircraft in terms of increased capacity. The fuselage was stretched by adding “plug” sections before and aft of the wings, lengthening the fuselage a total of 23 feet 4 inches (7.11 m) and allowing the carriage of 103 litters for wounded, 13 standard pallets,

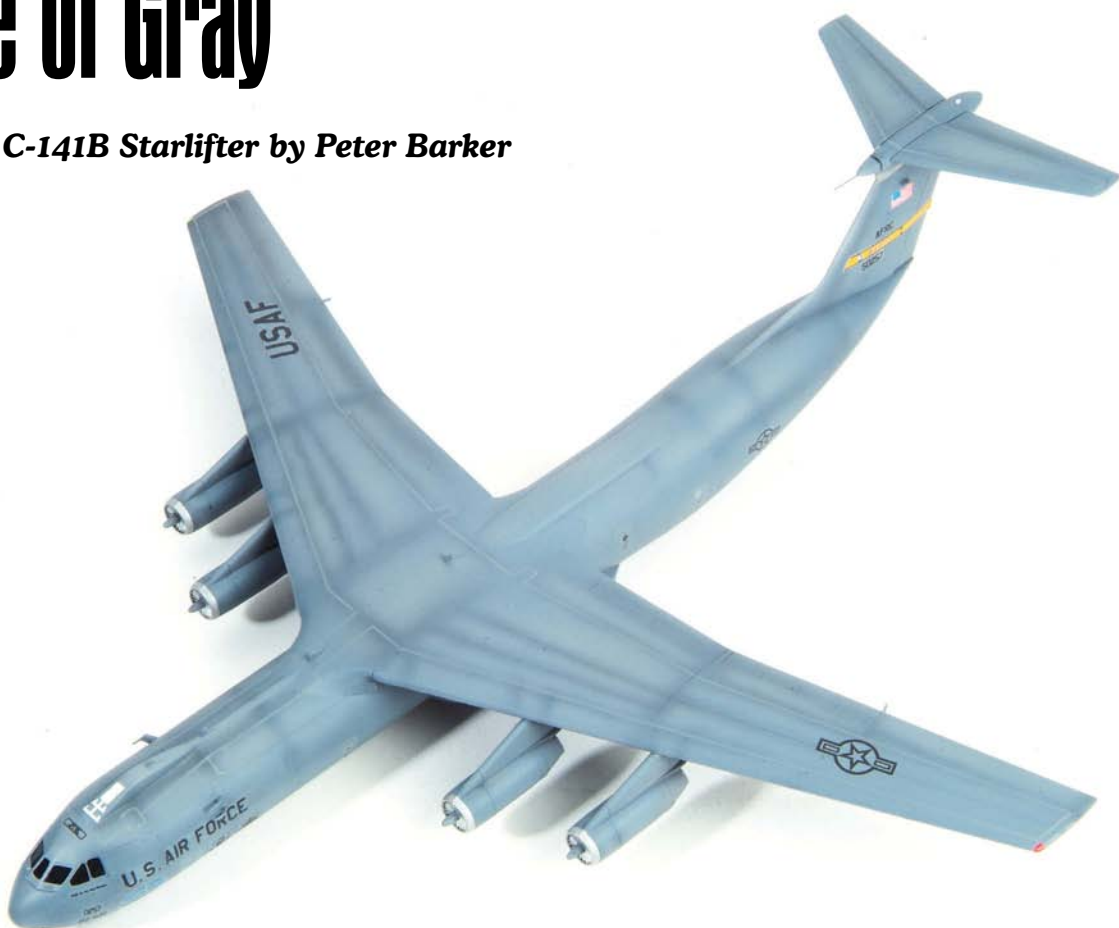
205 troops, 168 paratroopers, or an equivalent increase in other loads. Also added was a boom receptacle for inflight refuelling.

The C-141 is remembered for having one of the lowest accident rates. Additionally, it holds a number of world records,

including the dropping of a parachute platform of 15,900kg amongst others. That's 15.64 tons: imagine the relief when that lot fell out the back.

AT FIRST SIGHT

My first impression on opening Roden's ‘one size fits all’ box is how much space there is around the model itself. The Starlifter is a fair size aircraft, even in 1/144th scale, but there's room for at least one more in the box. The excessive space around it leads to





"IT CAPTURES THE CURIOUS HUNCHED LOOK OF THE ORIGINAL VERY WELL"

problems later on as we shall see.

The model is moulded in quite soft, utilitarian grey plastic and supplied on 10 sprues, plus one clear. Distribution of parts has been well thought out: four sprues are identical (the engines and wheels), with another matching pair for the tailplanes and undercarriage components.

The parts are mostly free of flash but show variation in the depth of the engraved detail across the different pieces as well as from sprue to sprue. The size of the box, along with the packaging of all the parts in a single cellophane bag allowed for some 'shake, rattle n' roll' in transit which has caused some minor damage

to the fine trailing edges of the mainplanes. Nothing serious, but more care in presentation would have avoided this problem.

STICKING BITS TOGETHER

The fuselage halves demand one's first attention in the build, comprising as they do approximately half the plastic content of the kit weight for weight. They are good, solid pieces, but with four blade antennae moulded integrally along the top of the left half. These are oddly formed with the 'blade' continuing proud onto the mating



surface of the fuselage and thereby preventing the two halves actually coming together along the top edge. In any case, they would need to come off to enable a clean join to be achieved, but I can't quite work out what Roden were thinking of here. They'll go back on nearer the end of the build, provided I haven't lost them by then... The fuselage halves include a single locating pin, in the tip of the nose, so careful

lining up is the order of the day.

The only components to go inside the fuselage halves prior to closing are insides of the gear bays, six tiny clear windows and 10g of nose weight to avoid a tail sitter. There is no interior detail whatsoever, which is fine for the fuselage, but a bit stingy in the cockpit where there are seven flat panes through which a seat or two would be visible, if supplied.

With everything inside that needs to be, I taped the two halves together and ran Tamiya Extra Thin liquid cement along the join and set it aside to dry. The joint looked good with no



filler required. However, during the close inspection (glasses off) which accompanied sanding the seam, I noticed some areas of severe 'orange peel' on the fuselage along the top and bottom, so while the seams required almost no attention, the rest of the fuselage needed much rubbing.

I decided to paint the cockpit transparency black on the inside – a quick squirt of Citadel Chaos Black did the trick. I then masked off the various panes with Tamiya tape to protect them from the ravages to come, and glued it to the fuselage.

The wings are simply supplied in two pieces each – upper and lower – and go together very well. Each has two locating pins (there's posh), and fantastically thin trailing edges. It's even more of a tragedy then, that poor packaging allowed these edges to be damaged on my example. But it's all repairable. The wing to fuselage joints are a bit clunky: the wings themselves are somewhat thicker than the corresponding wing root on the fuselage so some sanding is required here, along with rescribing the panel lines each side to match what survives the process.

Each of the four engines nacelles comprises two halves with an exhaust insert and separate fan section for the front. I painted and masked the exhausts before assembling the nacelles. Then I painted the fans various shades of silver but I left them off until the model was virtually complete and painted. I like to try and avoid masking when I can.

The undercarriage, with its myriad wheels, was a special joy: ten wheel hubs about 3mm diameter needing painting both sides! They asked much of my old eyes but once I could see

straight again, wheels and legs were assembled and painted to match the light grey inside the bays and doors, and then set aside to be added to the finished model.

A LICK OF (GREY) PAINT

With the airframe complete, it was time to prime and smooth it ready for paint. I used Tamiya Fine Surface Primer in grey which does exactly what it says on the tin. Follow it up with a gentle rubdown with micromesh and you get a lovely smooth surface to create your chosen finish on. This grey also provided the colour for inside the u/c bays – it's near enough.

The kit offers markings for a single aircraft: s/n 65-0257 as used by 452nd Air Mobility Wing, March AFB, CA in the

mid 1990s. The colour profile supplied claims that this aircraft is now displayed at the National Museum of the United States Air Force at Wright Patterson Air Force Base, Ohio, but my research (2mins on the internet) shows this to be incorrect. It appears that 65-0257 currently resides at March Field Museum, CA.

Either way, it's finished in USAF 'Tedious Gray' from the period. Said grey is listed as FS26173 and the nearest match I could find was Tamiya XF-53 Neutral Grey.

Prior to applying the topcoat, I made an attempt to break up the grey monotony with some pre-shading on the panel lines. I'm sure it will hardly show, but ever the optimist I spent some hours with my airbrush on its tiniest setting tracing a fine spider's web all over the beast. After that it was three thin coats of grey with gentle rub-downs with micromesh in between each. In 1/144th scale you cannot be too smooth.

And yes, I didn't lose the blade antennae and remembered to stick them on before painting. Also at this stage I decided to replace the probe on the T-tail with a piece of 8mm Albion Alloy's brass rod for robustness.

As one of the finishing touches

to the airframe, there are four pitot tubes to attach to the forward fuselage: two on each side. Imagine my surprise when I found that there are holes engraved for the port pair, but not the starboard! The pre-shading and the final coats were both applied with my Harder & Steinbeck AL plus airbrush: I only have the one airbrush and I chose it because it's black and looks cool.

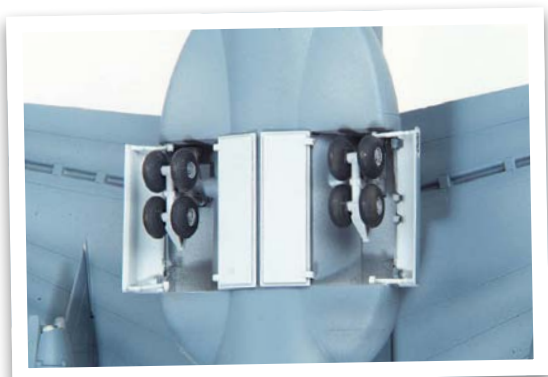
DECALS, AND A DISASTER

The decal sheet is limited and quite coarsely printed, and includes insignia, walkways and door surrounds, but with only a small Stars and Stripes above a yellow 'MARCH AFB' band to break up the monotony of USAF's 'Tedious Gray' finish of the period.

The thickness of the decals worried me slightly until our stalwart editor shared his 'PVA glue tip' on applying decals. This method prevented almost all the silvering I was expecting. Almost... But not quite.

There were two main offenders (U S AIR FORCE on either side of the nose) that still sparkled slightly, so I decided to try Humbrol's Decalfix on them in an effort





to reduce the problem. Rather than just dab it on with a brush, I had the brilliant idea of soaking two pieces of kitchen towel approximately the same size as the offending area, which I then placed on said decals, leaving them to soak for about two minutes. Suffice to say, the solution had no effect on the decals, but did strip the paint off around them with remarkable efficiency. "Goodness me!" said I. (Not quite, but this is a family magazine.) A salvage operation then followed, with post-it notes as masking (on decals), and the resultant repairs still surprise me with their relative invisibility.

Note: Humbrol Decalfix – great as a paint stripper, and maybe other things.

With this experience behind me I looked again at the decals supplied for the walkways and thought: 'Nah! Too thick, with far too much carrier film to have any hope of looking authentic'. Masking up all the walkways took three hours; painting took three minutes. Sound familiar? The results were infinitely better than the decals would have offered, so in hindsight, I'm happy I made the effort.

The final seal was Humbrol Acrylic Matt Varnish from a rattle can – works every time.

CONCLUSION

It's often said, "you get what you pay for", and Roden's offering fits this mould perfectly. It's not up to the standard of a Trumpetamiya or Wingsegawa kit, but then it's not really priced to compete with them. I

often go for the less obvious choice of kit in any case since, A: it's more of a challenge, and B: it's cheaper.

Did I enjoy the build? Yes, is my answer. I fell sufficiently in love with it to complete

the project, which is all I ever ask from a model.

Does it look like a Starlifter? Certainly. It captures the curious hunched look of the original very well, and while I've not taken the trouble to

compare it with any plans, it certainly looks the part to me.

Would I build another? Not a hope. No reflection on the kit, but I'm a 1/32nd scale man, and my eyesight doesn't do 1/144th any more.

My thanks to Roden for supplying me with the review sample and if you interested in the C-141, Caracal have produced a rather nice sheet CD14402 for 9 options including a rather striking NASA example if grey or grey and white is not your thing.



CA-13 Boomerang

Special Hobby 1/48 CAC CA-13 Boomerang by Jon Howes

The CA-13 Boomerang is a single engine aircraft that served in the Australian air force. When the fighting of World War two reached the pacific in late 1941 Australia needed to start to prepare to defend its shore if the war finally reached them.

At this time, the aircraft mainly consisted of P-40s and Beaufighters lent to Australia by the US and the UK. The need for a new fighter aircraft became a top priority for the Australian Government and thus the result, The CAC CA-13 Boomerang, the only aircraft to date that was both designed and manufactured in Australia.

The Special Hobby kit has been around a while, and the modeller must be prepared as the kit is nothing like their latest more modern offerings. Being a limited run kit, you'll expect the standards of no location pins on the major components, some flash and some substantial clean up required.

CONSTRUCTION

Initial construction starts with the cockpit, which is very well detailed and busy, there is a very well detailed resin seat, photo etched seat belts and all the necessary flight controls. The control stick needs some careful alignment and is a very tricky assembly. The cockpit was now painted interior green with the control panel painted black and a few decals from the spares box use for instrument dials. Moving on from the cockpit the Engine which takes up the majority of the resin parts but there is also a substantial amount of scratch

building required if you want to be accurate. I chose to skip this with the review sample, not much of it is going to be seen, but if you're building the kit for a competition you might want to spend some additional time on this area. My engine was given a spray in metallic grey and then sealed into the fuselage along with the cockpit.

The lower wings come as a single piece to which you fit the

undercarriage bay and a few other small parts before the upper wing halves were attached. The finished wing assembly was then attached to the fuselage along with the horizontal stabilisers and

rudder. You will need to apply a substantial amount of filler at the wing root to remove the gaps before moving to the next stage.

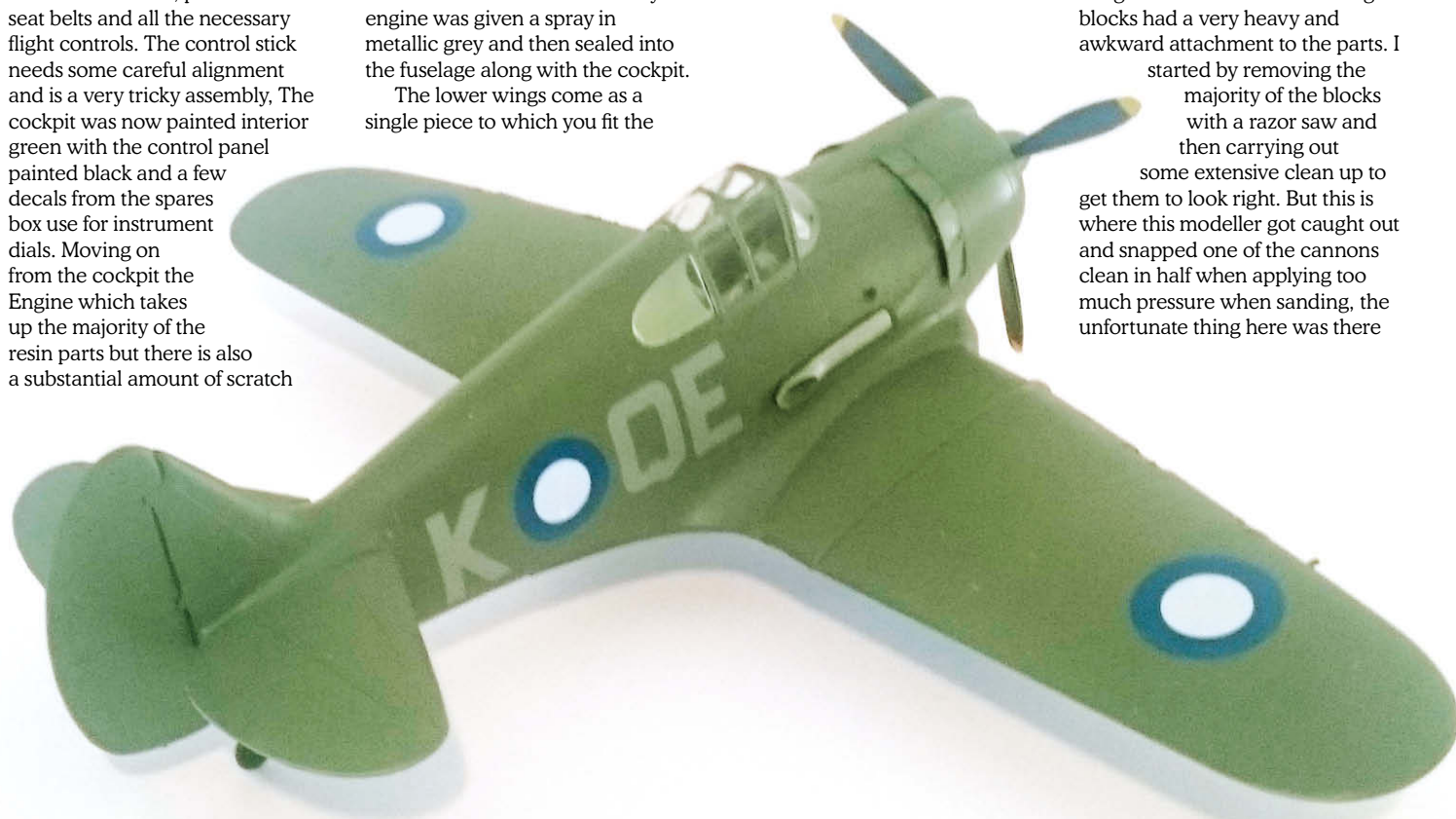
Next came the most awkward part of the kit, adding the two wing cannons. The resin casting blocks had a very heavy and awkward attachment to the parts. I

started by removing the majority of the blocks with a razor saw and then carrying out

some extensive clean up to get them to look right. But this is where this modeller got caught out and snapped one of the cannons clean in half when applying too much pressure when sanding, the unfortunate thing here was there



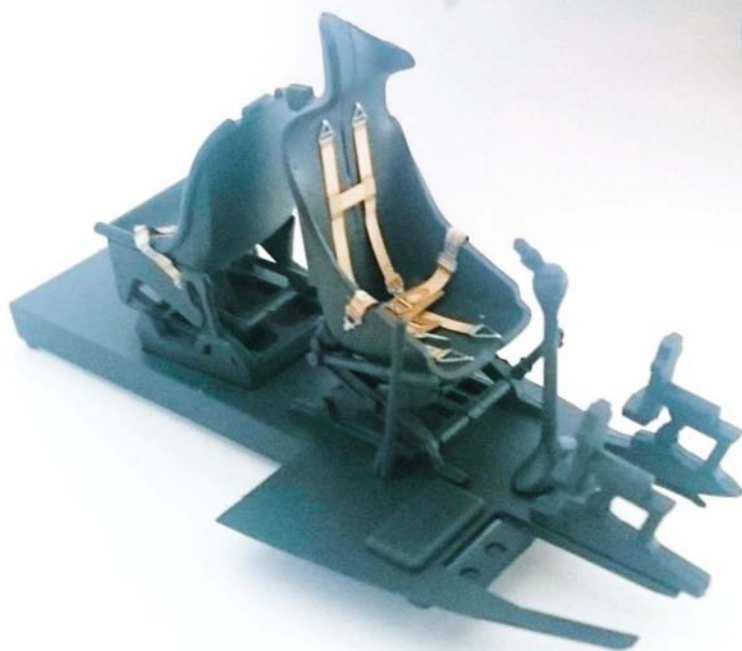
CAC CA-13 BOOMERANG
MANUFACTURER: Special Hobby
KIT NUMBER: SH 48117
PARTS: Approximately 100 plastic parts including 17 clear, 23 photo etched and approximately 38 resin
DECAL OPTIONS: 4 Options, all Australian
TYPE: Re-Issue



was no way to repair the part and since I had come to a stage of nearly finishing the kit, I decided to finish mine without the cannon barrels and use this as a warning for other modellers in this review.

DECALS AND PAINTING

Once all the smaller parts had been added, it was a case of masking the canopy and painting the aircraft all over dark green, I decided to go with Tamiya XF-67 NATO green, as it was the closest match I found to the dark green used by the RAAF. This was then glossed over and then the decals were added, which were



a delight to work with, possibly one of the best sets of decals I have used. The undercarriage was attached, propeller added and masking removed and I had a finished result I was happy with.

CONCLUSION

This is a limited run kit, so be prepared to do a lot of cleaning up some fit issues. Some care is needed when removing the resin from the casting blocks and be careful not to break anything like I did.

If you are a scratch builder or competition builder there is enough of a base kit to build a stunning looking model, but for

the beginners and modellers who are not used to limited run kits, might be in for a surprise. But this is a good base improve your modelling skills and have a World War Two fighter on your shelf that is a bit different.

Overall I would recommend this to intermediate and experienced modellers and I thank Special Hobby for giving me the opportunity to build this unique aircraft.



Fw190A-8

Eduard 1/72 Fw190A-8 by Bill Bunting

This is the Profipack version of the Fw190A-8 and as such includes a photo-etched fret and canopy masks. There are five marking options; three in RLM74/75/76 schemes, one RLM75/83/76 and one in an unusual RLM81/82/76 finish. The mouldings are very nice overall but there are some minor mould seams on a few parts and the fuselage exhaust openings had a small amount of flash over them. Many parts on the sprues are optional based on the final version you choose and several are for other kit versions. Two types of propeller, landing gear doors, machine guns, canopies, tires are included along with five types of upper gun cowlings. Night-fighter radar aerials, a 250kg bomb, drop tank, two types of ETC centerline rack and armoured canopy panels are also included so no matter which version you build there will be some spares for the project box. Two upgrade sets were used in this build; Eduard's 72611 PE set and 73033 Superfabric seatbelts.

CONSTRUCTION

Being a new Eduard kit you can be assured that building it out of the box will be a fairly straightforward affair. In the Profipack version, you are given the option of using PE parts for the instrument panel, side consoles, oleo scissor links, antenna and pilot step. PE seatbelts are included and these along with the instruments and panels are pre-coloured. I used most of the kit PE

FW190A-8

MANUFACTURER: Eduard

SCALE: 1/72

KIT NO: 70111

PARTS: 118 Plastic, 7 clear, PE details, Masking set

STATUS: New Tool/revision

Decal Options: 5

OPTIONAL PARTS INCLUDED:

Eduard 72611 Fw190A-8 Details & Eduard 73033 Super Fabric Seatbelts

MORE PICS AND HIGH RES

AVAILABLE AT:

http://s72.photobucket.com/user/Bill_B_photos/library/1-72%20Fw190A-8?sort=2&page=1

with some success. Unfortunately, after closing up the fuselage around the completed cockpit tub, I discovered that the upper fuselage/cockpit opening was now about 0.5mm too wide. When I tried to fix this issue (unsuccessfully) the instrument panels came unglued and were forever lost in the fuselage. I would recommend to anyone building this kit to check the fuselage width with the cockpit installed by test fitting the gun cowlings, windshield and canopy before gluing it together. This was the only snag I had and resulted in the canopy being fixed closed to help hide the missing panels.

The Superfabric seatbelts worked very well and look great in place. Incidentally, the package includes two sets so there are spares for a second Fw190. The PE upgrade set includes some interior and gear bay details but in my opinion the best items in this set are the landing gear doors, the engine fan and the



engine cooling louvres. The latter parts require you to cut the existing area from the fuselage halves.

Be sure to thin the edges of the fuselage by scraping the interior edges of the opening. Also adding a backing plate of thin plastic card will stop you seeing the empty interior when finished. Fitting the louvres themselves was not as difficult as I anticipated but I recommend not installing them until after painting and decaling that area of the fuselage. The wing fit was excellent and the tail planes were very good too allowing the latter to be installed after painting. Elevators, ailerons and rudder are provided as separate parts so you may attach them at deflected positions if that pleases you. I made my own gun barrels from Albion Alloys tubing but used the kit pitot which amazingly survived the entire build process.

PAINTING AND DECALS

This model was finished using the kit "A" scheme; IV./JG5. Your other choices are; Maj W Dahl's Blue 13 JG300, Uffz. J Handel's White 2 IV./JG54, Lt. G. Salfner's White 6 JG300 and Black 10 from I./JG11. All versions are shown in full colour four-view diagrams with colours given in RLM specification and equivalent Gunze paint codes. A stencil decal sheet and diagram is included as well. In fact, there are two sets of stencils included. My kit had swastikas included both as split-halves and as whole decals.

For this build, I used my surviving stock of the long out of production Aeromaster paints. A gloss coat of Future/Klear made a base for the excellent decals. These worked very well and pulled themselves into panel lines and around details very well. I did use Tamiya "Mark Fit" as a solvent and the results were satisfying. My decals were very slightly out of register but it is only noticeable on the white trim around the blue circle. As I did not have the specific Gunze paint, I had to mix my own blue to paint the cowling ring and spinner. The triangular black trim behind the fuselage cooling fins and exhaust is provided as a decal making that job a bit easier. A light wash of Tamiya weathering wash was used and the finish coat is Alclad satin.

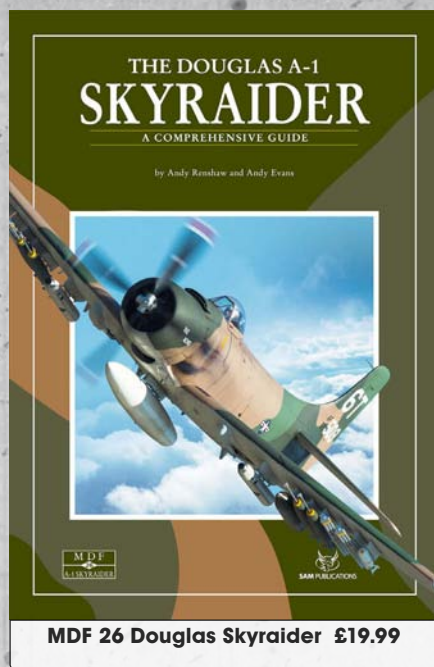
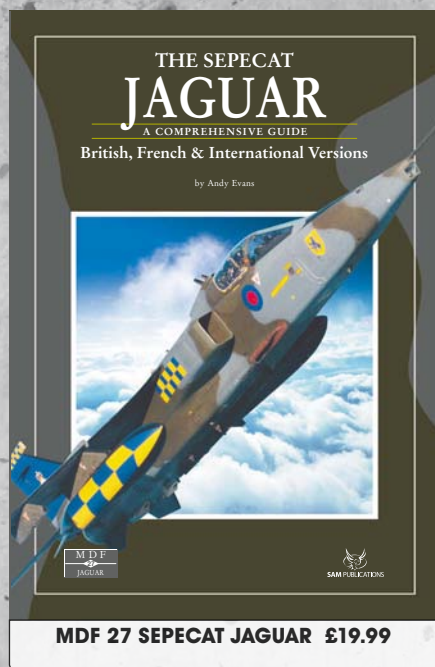
SUMMARY

This is another excellent kit from Eduard. It is very accurate and has great finesse in its details and construction. The instructions and decals are marvellous and easy to use. I advise taking great care when inserting the cockpit tub and perhaps some minor trimming would have fixed my wide top fuselage issues. I would recommend the "Weekend Edition" to a novice but anyone who is comfortable with PE will find this Profipack edition ideal.

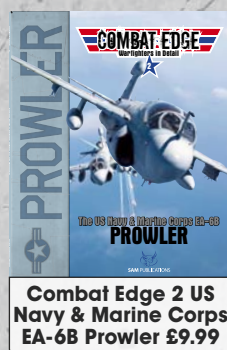
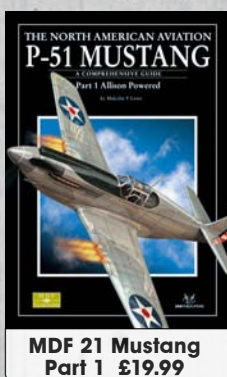
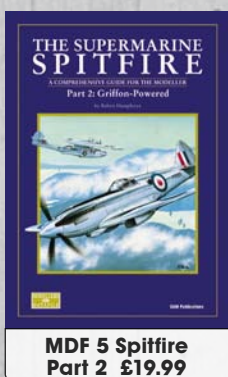
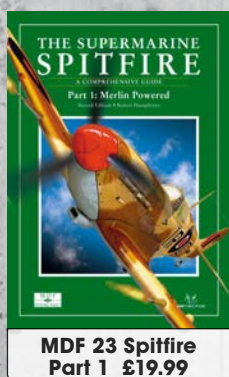
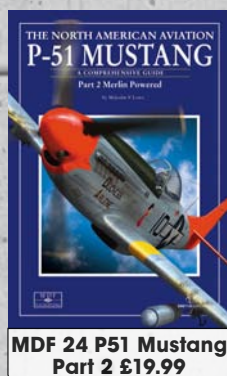
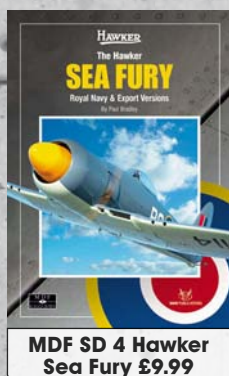
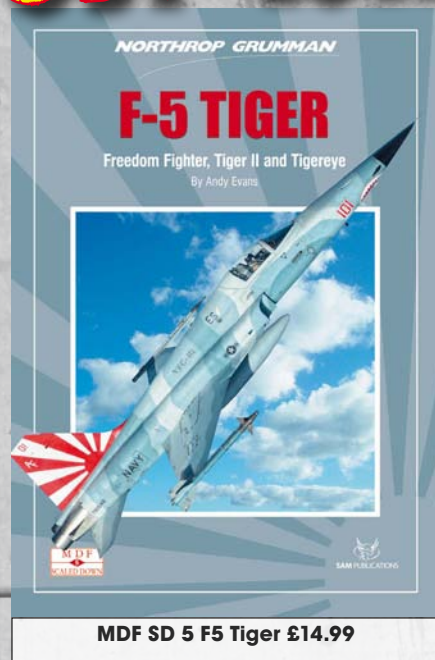
Thanks to Eduard for the sample kit and its accessories.



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Hellcat Mk1

Eduard 1/72 Hellcat Mk1 by Carmel J Attard

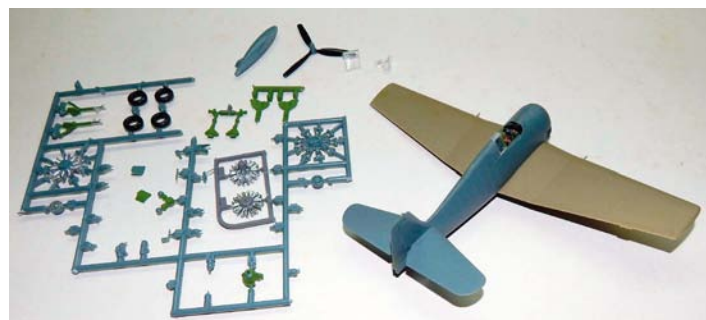
This new Eduard kit enables you to produce the Hellcat F Mk1, several hundred of which served with the Royal Navy, notably in the Atlantic covering convoys and also in the Far East. According to statistics, 12275 Hellcats of all versions were made and for the loss of 270 of these Hellcat pilots claimed 5,156 kills. This accounts for over half of USN and USMC victories. It became one of the most successful carrier based fighter in less than two years of operations. Markings are provided for two aircraft. One is for a Hellcat Mk1 of 800 Squadron operating from the aircraft carrier HMS Emperor in the Aegean Sea. In July 1943. This FAA Squadron was the first to be equipped with the Grumman Hellcat. During 'Operation Tungsten' the squadron No 800 Hellcats, operating from HMS Emperor provided fighter escort for Fairy Barracudas, torpedo bombers in the July/August 1944 attacks against the German Navy battleship Tirpitz. in Alta Fjord, Norway. Hellcats also served with 1839 Squadron FAA HMS Indomitable in the Indian Ocean during October 1944 for which optional decals are also provided.

THE KIT

The kit is another old favourite using the latest tooling technique that Eduard can provide and is added to its popular Weekend Edition series. In fact, this is a



MANUFACTURER: Eduard
PRODUCT NO: 7437
SCALE: 1/72
TYPE: Injection moulded
STATUS: Re-issue, a weekend edition
PANEL LINES: Recessed
DECAL OPTIONS: Two



re-issue of an identical kit and now comes in the colour and markings in service with the Fleet Air Arm during the war years.

Moulded in grey and greenish styrene the kit has recessed panel

lines with superb detail and perfect fit of parts. Options include a centre line fuel tank and the excellent clear parts for either an open or closed canopy options. The kit also has finely moulded on wheel well details. The kit contains 51 parts, five of which are clear.

The instructions again are the usual top quality with an introductory history of the Hellcat in service. There are 5 pages containing clear assembly diagrams, parts plan and the last two pages in full colour are dedicated to colour and markings of the two decal options. The aircraft were finished in dark sea grey and dark slate grey temperate scheme upper surfaces with Sky undersides. The two top surface colours are almost indistinguishable from one another, making it difficult to discern the pattern or demarcation

in between the two that I had to resort to other reference material.

The 600 Squadron aircraft carried discontinued black and white invasion type stripes on wings and fuselage with a red cowl front and red spinner centre. I added a crew figure to my model since none was provided. For those who prefer to leave the canopy open, there is seat harness provided in decal form. The open canopy is moulded slightly wider so that it will fit correctly when it is slid backwards. Three sets of cowlings are supplied and the instructions indicate which one is correct for the Mk1 version.

CONSTRUCTION

Construction starts with assembling the cockpit interior. This consists of a floor with moulded on detail, separate detailed side





console parts, and an instrument panel. Here two of which are supplied one is plain and ready to fix decal instruments on it or alternatively one can use a panel with instruments raised in which case one will paint the instrument with a fine brush. There is also a control column, rudder pedals and a rear bulkhead. The cockpit subassembly is painted and fitted to one side of fuselage adding also a tail wheel and an underside exhaust flap and the fuselage halves are joined together and allowed to dry.

Turning to the wings, these consisted of an upper and a lower wing section set for each side. Before these are joined together there is an insert containing three cannons that are sandwiched between the wing halves and the wings are glued together. The lower part of the wings has moulded in wheel wells that are nicely detailed.

Then comes the engine assembly. This is a real beauty

consisting of two rows of radials and another three detailed pieces that fit at the front. The assembly is painted in silver and green chromate and was then glued to the fuselage firewall. The three-piece engine cowlings are then assembled and glued to the forward fuselage enclosing the complete engine assembly.

Although ordnance comes with the kit, these are not indicated for use on the Royal Navy version and so these go for the spares box and the same applies to the leading edge radome items. Wings and rear horizontal surfaces are fitted in place and the kit was ready to be masked and airbrushed. The only extra work I did was drilling the exhaust pipes ends and adding what looked like holding straps to the centre line fuel tank. I also added aerial wireless using fine invisible thread. Final assembly progressed quickly. Canopy and propeller and wheels had all been painted and finished separately.

PAINTING AND DECALS

I airbrushed the model with Compucolor sky undersides and for the upper camouflage, I used Compucolor dark slate grey and the long out of production Humbrol NX8 extra dark sea grey Authentic Colour. My model represents Hellcat JV108 instead of JV105 of 800 squadron also attached to HMS Emperor which has different side lettering from the kit option and no black and white stripes.

(I used items from spares bank). The last task was to add navigation lights to the wing tips. These were painted with the appropriate colours using Humbrol paint and coated with klear to appear glossy.

I used the kit roundels, walkways etc which are of top quality but I have a slight reservation due to the fact that

there is a good number of tiny white stencilling on the airframe but no indication as to where these are positioned on the model. Finally, my model was given a coat of satin lacquer to give an overall uniform sheen.

CONCLUSION

This is once again a fantastic model, trouble free and superb straight from the box having all qualities named above. It produces a truly spectacular replica Royal Navy Hellcat Mk1 version, A type that was heavily involved in operations from the North Sea and the Indian Ocean.

My thanks to Eduard for supplying the review sample and giving me the opportunity to build this model.



CESSNA L-19

Miniwing 1/144 Cessna L-19
by Thomas Tirtaine

Since 2008, Miniwing have manufactured aircraft kits at the 1/144 scale. Those kits, which are usually made in resin, cover the modern era with a wide range of countries represented, be it with propeller or jet plane. The building I describe comes from a new series - this time made of injected plastic. In a transparent plastic bag, one finds 14 small clear parts, engineered with "short run technology" - as I quote from the cardboard describing the model: a CESSNA L-19 from the Chilean Air Force.

This plane, also known as the O-1 Bird-dog, played an iconic role during the Vietnam War. Employed by the US Army, it helped to adjust the fire from artillery in locating and orbiting around the target. This specific use demands from the pilot to benefit from a panoramic view- that's why the Bird-dog cockpit is surrounded with glasses, especially on the roof.

In the same way, the US Army required a long service life aircraft, in fact, longer than the fabric-covered liaison aircraft employed during World War II. Cessna took care of this point, and delivered a metal covered prototype in 1949 - the model 305 A - later renamed L-19. The next year, the US DoD ordered 3200 L-19's, built between 1950 and 1959. They were used for artillery spotting, as previously described, communication, medical evacuation, communication and transport, until its official retirement in 1974.

Those specifications were required for the post-world war II use of aviation, and convinced countries from all around the world to be equipped with L-19's. Among them, we find a variety

of camouflaged or colourful schemes, and the one applied by the Chilean Air Force to their glider tug - associating white, red and blue - is really appealing.

At the opening of the bag, you find the sprue of transparent parts, a small sheet of decals and masks to ease the painting process. The back side of the cardboard details the painting scheme and how to place the decals. At least, the instruction guide simply describes the three steps of the building, and how to apply the masks.

STARTING THE BUILDING

The build starts with the painting of the interior. I chose a dark colour rather than a pure black as I feared it would give a black hole effect inside the cabin so I used a German grey. The single seat was painted brown to match the leather



CESSNA L-19

MANUFACTURER: Miniwing (model ref: mini302)

SCALE: 1/144

TYPE: New Tool

PARTS: 14 Clear Plastic

MARKING OPTIONS: 1 (Chilean Air Force)

The building now proceeded really quickly the tail surfaces, the back window of the cockpit, the front cowling and the main landing gear which is composed

The wings are moulded in one piece, which includes the glazed roof over the cockpit. I chose to fix the struts at the same time as the wings testing the assembly to obtain the correct alignment but without attaching the wing to the fuselage as this would help the painting process. Just one piece stayed on the sprue the propeller, which would be attached at the end of the building.

PAINTING STAGE

Even for such a small model, I didn't consider doing the job without the airbrush. I used my familiar Tamiya paints, as only basic colours were required: white, red, blue and black.

At first look, the masks seem to be too big compared to their location on the plastic parts. In fact, it appears that the windows have a slightly convex shape that enables the supplied masks to be embedded perfectly and stayed firm during the painting process. I also placed a small piece masking tape at the starboard wing, in order to simulate the glass of the landing light.

Firstly, I undercoated the model with a dark colour, the German grey that I had applied for the interior. This gave a uniform colour inside the aircraft, and especially when the glazed roof is seen from underneath. It was only now that I realised how well the recessed panel lines are moulded.

This dark colour also added depth to the next colour an overall coat of white. I used the Tamiya X-2 but took care that it was perfectly dry before starting the second stage of masking. This task was easy for the wings, as I only had to cover the central part of them. It was more difficult for the struts as it was hard to prevent them

"IT TOOK LESS THAN TEN HOURS TO COMPLETE THIS BUILD, WHICH I CONSIDERED AS VERY REFRESHING!"

of the original. No additional parts were added here, nor scratch-building, even if the inner space of the cabin does have room to add a second row taken from your spare box. The seat was glued to one half of the fuselage before the two halves were glued together.

of the two wheels supported with a one-piece strut. It is important to insure a good alignment for all the pieces, especially the two fuselage halves which uses butt joints without any pin/hole locating system. If you are not you will have difficulties aligning the wings.



from being broken or removed. A little tip here: I placed the tape several times on the canvas of my trouser. This caused the stickiness to be decreased but was still good enough to play his role without damaging the small parts of the current building.

Masking the sides of the fuselage was more difficult. I had to cut the masking tape to the correct size and ensure it was applied symmetrically. A 4mm diameter seems to fit with the painting scheme shown by Miniwing. On the other hand, one can find photographs of this scheme applied to others Chilean Bird-dog, with a smaller curve between the white and the red painting.

Once the masking was done, the red colour was applied, and then the blue (Tamiya X-4) on the rudder. I now sprayed two coats of my favourite varnish Alclad II Gloss Clear Kote. I usually work with it because one can use this product without any thinner. And if you put too much of it in the airbrush cup, you can put any surplus back in the bottle. It gave a solid and smooth base to apply the decals.

It was the first time I used the Miniwing decals, they went on very well after being dipped in warm water. I applied a small

drop of Microscale Microset before applying the decals to ensure they settled down tight.

FINAL STEPS

I now attached the wing to the fuselage. In order to prevent any fogging of the clear parts, I used a cyanoacrylate glue, called "Colle 21". This product is a perfect choice as you have the benefit of the strength of super glue without any fogging or hasty drying.

One of the last stages was to highlight the engraving with highly diluted black oil painting spread using capillarity onto the recessed panel lines. Chilean Air Force kept their Bird-dog spotlessly clean, so no more weathering was employed here.

I chose to add a small antenna above the front window. No painting job required here, in so far as I created it using stretched white sprue. I just had to fix it without misalignment, and the job was done. Next, I painted the wheels, to prevent any streaks between the black tire and the white wheel rim, I used a small piece of white electrical tape, punched out using a punch and die set. The diameter I chose was 1.5 mm a really tiny



one but this fits perfectly onto the model. The final part was to attach – the propeller which was grey with a small yellow stripe at the tips.

CONCLUSION

It took less than ten hours to complete this build, which I considered as very refreshing!

This term is justified as the colourful scheme and the quickness of the assembly, combined with the perfect fitting of all the pieces won't give you any trouble and is a nice change

from a long-complicated project.

Miniwings are about to release further boxings of this kit with a choice of schemes including yellow, white, grey or olive drab pattern, depending on the country where the Bird-dog was employed. And fit you can make your own decals, the range of choice becomes unlimited.

A kit I highly recommend to add a colourful touch on the shelves of the workshop!

Many thanks to Miniwing for supplying the review sample.

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Delta Mirage 2000C

Italeri 1/72 Dassault Delta Mirage 2000C by Carmel J Attard

The Dassault Mirage 2000C is a French built single-seat air superiority jet fighter which entered service in the early 80s. It maintained the typical 'delta wing' aerodynamic design but compared to the previous generation French fighters, the 2000 version has adopted significant technical improvements. It has not only improved systems of the digital age but also enhanced agility, better slow speed handling and a more docile landing speed. Powered by a Snecma afterburning turbofan engine, it is able to reach a speed of Mach 2.2. The aircraft is the interceptor variant and is the latest in a long line of fighters to bear the Dassault name and has emerged into a true multi-role performer capable of carrying conventional offensive weapons as well as those for a nuclear attack.

The main user has been the French Armée de l'Air and was extensively used during the Gulf War on 1991. Alongside the French Mirages and other coalition aircraft, the UAE air force Mirage 2000s also participated and made their combat début during the Gulf War. They operated from bases in Maqatra and Al Asha Base in Saudi Arabia. More recently during the Libyan Arab conflict that ousted Gaddafi from power, it was an occasion to

see French Mirage 2000s making emergency landings at Luqa airfield, Malta. The Mirage 2000 series both single and two-seat versions are all under a constant program of modification to retain them as potent as possible. These Mirage 2000 also enjoyed its share of export success finding itself in the forces of India, Peru, Greece, Egypt, United Arab Emirates, The Republic of China and Qatar.

In service with the United Arab Emirates, the Mirage 2000 forms the lead element with the 1989 delivery of 22 aircraft. These were Mirage 2000EAD single-seat and eight 2000RAD reconnaissance single seat and six 2000 DAD trainers. All the surviving airframes upgraded to Mirage 2000-9 standard in accordance with the subsequent contract for more advanced Mirages. Equipment fitted included the electronic ELT/158 RWR and Spiral chaff and flare systems together with the provision of non French AIM-9P Sidewinder in addition to Super 530 and Magic 2 guided missiles.

THE KIT

The Italeri kit of the Mirage 2000C comes in an end-opening box decorated with an action shot of the fighter flying out on a mission over desert terrain. At the back of the box, there are colour side views of the three decal options that come with the kit.



DASSAULT DELTA MIRAGE 2000C
MANUFACTURER: Italeri
SCALE: 1/72
KIT NO: 1381
KIT TYPE: Injection moulded
NO OF PARTS: 64
DECAL OPTIONS: three

This model is, in fact, one a new series badged for the Gulf War 25th anniversary 1991-2016 period which is bound to be followed by another participant such as the B-52 bomber (Now released). The 'super detailed decal sheet' is of fine quality and offers markings for three Mirages 2000, these are an Armée de l'Air, Escadron de Chasse 2/5 Lie-de-France in desert camouflage which participated in Operation Deguet, Al Asha AB,

Saudi Arabia 1990-1991; A Mirage 2000 EAD of United Arab Emirates, Al Asha AB, Saudi Arabia 1990-1991 also in desert camouflage and the last option is another 2000C of Armée de l'Air, Escadron de Chasse 2/5 lie-de-France, Orange, France 1990. Besides the aircraft markings and numerous stencilling, the decals also include stencil and detail to go on the two different types of missiles and also for the chaff dispenser pod. A side view showing the placement of decals on the two different missiles would have helped.

Moulded in grey styrene the parts come in two sprues and a smaller one for the two-part canopy. The panel lines are carefully engraved which in some cases varied in depth and being





more prominent on the fuselage and in general detail is reasonable. There are moulded in cockpit instruments and a multi-part ejection seat. A centre line fuel tank is provided with an option to mount the same with rear fins. Four wing pylons provide for two Super 530 missiles and two sleek R550 Magic. On one of the inner pylons can carry a Matra Alkan LL5081 which is a modular countermeasure dispenser pod normally carried by the Super Etendard. A complete set of Durandal anti-runway bombs and centre line pylon to mount them on are also provided but are marked as not required for this version. Four additional short length pylons to mount more Durandals are also included these are again indicated as not for use on the 2000C but are good for the spares box.

Construction starts with painting the cockpit interior and assembling the office itself, this is followed by assembling the large fuel tank. Smaller parts were painted while still attached to the sprue. Nose ballast weight is added, cockpit subassembly glued in place and fuselage halves mated and

glued together. With the fuselage dry, the three part intake items were added on each side then the wings were assembled and glued to the fuselage. The lower area of the intake parts seams to fuselage required some filler. This was then sanded to produce a smooth surface continuity. The following areas were attended to during the assembly of the model. There were deep ejector pin marks on the main wheels which I filled with a little filler; there are also some misnumbered parts, 44 and 45 are the wings for the Matra Super 530 which were wrongly marked

as not for use when in fact these were required and part Nos 50, 51, 52 and 53 should be discarded instead! The cockpit comes in two parts so that it can be assembled open or closed, the rear hinge of the canopy required a little filler; there is also a small rectangular shallow raised fairing that should be added to each side at mid fuselage section. The canopy was now carefully masked and the kit was ready for paintwork.

PAINTING

I picked the Emirates Mirage that is light stone and a lighter shade of dark earth for the upper camouflage and pale blue grey for the undersides. The wheel wells were first painted silver and then all undersides were sprayed in Lifecolor UA503 acrylic. The undersides were masked and the upper surfaces were sprayed with Pactra sand, slightly darkened to

obtain the sand colour I was after. Again allowing the coat to dry this area was now masked using rolled plasticine method and I then applied a coat of spray mix from Humbrol dark earth that was slightly lightened with white.

CONCLUSION

Going in line with this build I also made another using the old Airfix/Heller Mirage 2000C and could easily tell that the better kit is the one produced by Italeri mainly due to the quantity of recessed panel details on all surfaces and the comprehensive decal sheet provided.

I very much enjoyed making this model and the kit can be regarded as of high rating and the attractive sand scheme filled a gap in my Gulf War shelf.

My thanks to Italeri and their UK importer for supplying the kit for me to review.



H-34G.III/UH-34J

Italeri 1/48 H-34G.III/UH-34J
by Patrick Mizgala

The UH-34 comes in a rather large top opening box with a dramatic picture of a German search and rescue helicopter. The main sprues were bagged together, with the clear parts in another bag and the photo etched brass (PE) is in its own packaging. The instructions are 12 pages, the front page gives a brief history of the type in six languages. The last two pages show in colour the two decal options with colour callouts and decal placement. Pages two and three show the sprue layout and the parts not used are shaded. All nine clear parts are used. The PE only uses 24 of 26 on the fret. The PE parts supply 6 parts for the seat belts and 2 for the top of the pilot's seats, plus parts for the instrument panel, while the rest are grills and vents.

CONSTRUCTION

I decided that I was going to follow the kit instructions for a change.

- Step 1: The two seats in the cockpit are each made from 3 plastic parts plus 4 etched parts for the seat belts and one for the top of the seat. When the seats are painted, they are attached to the rear bulkhead and floor before adding the two sticks and cyclic controls.
- Step 2: The interior is up next. Two bulkheads, 8 canvas seats and a floor. These went together without any problems. Once painted and highlighted it looks pretty good.
- Step 3b: the building of the top of the engine and turbo? Painted,

- glued and ready to attach in Step 3: This involves cramming the engine deck to the back of the cockpit bulkhead and then adding the main passenger cabin. All goes together as planned.
- Step 4: Before trapping the interior between the fuselage halves, the cabin windows and foot holds are added from the inside. Some holes will need to be drilled out for the foot holds. These are pointed out in the instructions. When these were dry, the interior was fitted

H-34G.III/UH-34J
MANUFACTURER: Italeri
SCALE: 1/48
PRODUCT CODE: 2712
PANEL LINES: Recessed, Access hatches raised
NO OF PARTS: 6 sprues with 173 parts. 138 of grey. 9 clear. 26 PE. 1 nylon screen. Grey used 127. All clear. PE 24 used.
TYPE: Injected moulded plastic
STATUS: Upgraded moulds
DECAL OPTIONS: Decals & stencils for the 2 options. (1 for the Marineflieger 1973 and 1 for NAS Ellyson Field 1968)





to the right side. I used blue tack to hold it in place and then trapped it with the other half. When all the parts were squared up I removed the left half and superglued the interior good and tight. At this time Italeri suggest adding the tail rotor, but I waited until after painting.

- Step 5: now we start to get busy. A lower panel is attached to the underside of the fuselage. Four holes need to be drilled out and opened up for the landing gear attachment points. A PE screen is also to be attached at this time and the tail wheel. I left off the tail wheel and PE until the end. So only the lower panel was added.
- Step 6a: The rudder pedals are attached to the back of the instrument panel before glueing the PE to the blank panel and the adding the instrument decal to the top of the PE and lots of setting solution. This worked out great and looks good too.
- Step 6b: The nose is in two parts. The backing plate of the exhaust is added to the nose from the inside. Trapped between the two halves is, what I think is, a landing light? The two halves were squared up and melted together.
- Step 6c: The instrument panel is glued to a small bulkhead which then is added to the nose. Also, another bulkhead is put into place at this time. Again, the instructions show adding PE screens at this point but I left these off for a later struggle!
- Step 7: The big nose is glued into place as is the rear vent. That's it.
- Step 8a: Upper instrument panel is attached to the main canopy from the inside. At this point, the instructions call out for the upper glass on the canopy to be painted French blue. I could not thin the paint I had thin enough to be somewhat clear. So, I used blue food colouring mixed with future. This was brush painted on and set aside to dry.
- Step 8b: The main canopy is attached as it the horizontal stabiliser. The main wheels should also be added now, per the instructions as should several breakable bits and tubing, but I left these off until after the decaling stage.

PAINTING

With the main airframe, windows and openings masked it was time for primer

and Gloss Orange, two coats of future were now brushed on (much easier for dog hair to settle on and get stuck) before I started a major recalling session. The decals went on just fine but I recommend you use lots of water so they can be moved about a bit. Because if the decal grabs hold, good luck, they stick like my wife's icy stare. On the other hand, they bed down without any setting solution which is very good. A+ on the decals.

I did encounter a bit of silvering, my fault entirely. Not enough gloss, but adding a layer of future took care of the problem and this only happened with the tiny decals.

LAST STAGES

- Steps 9&10: Back to the building. With the main airframe dry, it was time to add the cabin door, hoist, pilot windows and some tubing and other bits that I don't know what they are. The main landing gear and tail wheel were put into place. And now the fun part; PE time! Me and PE really don't get along that well. I think I'm getting better, but the PE always seems to win the argument. I did manage to get all the grills and screens on OK. But the smaller parts like the two footholds under the pilot's windows are somewhere in the carpet. An anti-glare shield is also added under the pilot's window and It actually stayed in place, after three attempts.
- Step 11: The main and tail rotors are the last parts to be added. I had built both earlier in the build while other parts were drying. They went together with no swearing or crying. With everything where it should be, I sprayed a matt finish and that's it.

CONCLUSION

This kit was a first for me and I actually finished a helicopter! There was great rejoicing (yay!!!). I had a pretty good time building this beastie but the PE threw me a bit, as usual, but no real problems except of my own making. I would like to thank Italeri for the chance to build this kit and what a pleasure it was too.

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Messerschmitt BF109F-4

Eduard 1/48 Messerschmitt BF109F-4 by Michael Booth

With a total of 33,984 produced, the Messerschmitt BF109 became the most produced aircraft of the Second World War. When the 'F' variant was produced in early 1941, it became a 'love/hate' relationship to the pilots of the Luftwaffe, compared to the E model it had no guns in the wings, but on the plus side, a more powerful engine and improved handling were features of the new design.

THE KIT

Eduard provides a total of 4 detailed recessed sprues, 1 clear sprue, 2 sheets of photoetch, and masks, including a decal sheet for 6 schemes. At first look, I thought it was a simple rebox of their BF109G (2016) kit, but further inspection showed that this is an all brand-new mould. All the parts have gorgeous surface detail and promise an enjoyable build straight from the box.

CONSTRUCTION

The cockpit is a simple to construct but at the same time nicely detailed, the cockpit floor is one piece to which you add the seat, backrest, rudder and joystick controls, adding other additional detail to the sides of the inner fuselage halves. The wing



MESSERSCHMITT BF109F-4

MANUFACTURER: Eduard

PRODUCT CODE: 82114

SCALE: 1/48

TYPE: Injection Moulded

DECAL OPTIONS: 6

assembly is next, but before you start to work out which additional weapons or bomb carriers are required as you need to drill out the relevant holes to attach them. Once the wings were assembled they were attached to the fuselage, however, a touch of sanding and filling was required as of my mistake of cutting too much from the sprue, then by adding the wing radiators and flaps. The elevator controls, forward air intake and the



radiator were added, Eduard supply a number of different versions which enables a wide choice of colour schemes but you do have to ensure that you use the right parts for the scheme you are building.

One thing to note is that the Eduard do supply a full set of canopy masks, but sadly Eduard have failed to supply the proper masking for the 'F' as the ones supplied are the same masks for the 'G' variant. The kits masks leave an exposed frame in the middle of the opening part which the early F didn't have. Unfortunately, I did not realise this until the end of the build!

PAINTING & DECALING

I started by applying the white for the cowl and fuselage band, next the underside was painted in RLM78 (Tamiya XF-23) and the Topside RLM79 (Tamiya XF-59), these were sealed in with two coats

of Humbrol Gloss Varnish. The decals were now applied, using Decalfix as a setting solution, after twenty-four hours I applied another coat of gloss varnish. Weathering consisted of using simply FloryModels Pro-wash Black before a final a coat of Matt Varnish.

CONCLUSION

From an own personal approach, the model is a beautiful kit, allowing me to produce a full build online which you can find on YouTube. Like all Eduard kits, they provide excellent detail and fittings that won't let you down. The only downside to the kit is the canopy masking section which I mentioned earlier, but however, this is not too much of a big complaint as it is easy to sort out if you are warned in advance.

All in all, another thumbs-up to Eduard and I thank them for supplying the review sample.



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STRIPPING FOR ACTION

PART FIVE

By Jay Blakemore

DISMANTLING YOUR AIRBRUSH

Just as every infantryman must learn to strip-down his weapon for cleaning, so must an airbrush artist learn to dismantle his or her brush for the same purpose. Airbrushes will give you many years of service, but they must be cared for if they are to do so, and the only way to clean an airbrush thoroughly is to strip it down. Don't worry, I am not going to get you to strip your airbrush down against the clock whilst wearing a blindfold. Instead I am going to talk you through the process step by step.

Before stripping your brush, begin the cleaning process by blowing thinner or solvent through it to remove all fresh paint residue. Use the solvent with which you have been thinning your paint: I find white-spirit perfectly adequate for removing traces of enamel, but the appropriate acrylic thinner or water for water-based paint products should suffice. Commercial liquid airbrush

cleaners are available, though these will not be effective in removing all paint types, so read the instructions that come with the individual products you buy before using them. After blowing-through with solvent, disconnect your brush from the compressor or air source. It may be a wise precaution to place all disassembled parts in a container or on a tray to prevent their loss, as the rounded parts have a tendency to roll away even when placed on a level surface.

Most importantly, remember the order in which you dismantle your brush, as you will be re-assembling the components in the opposite order after cleaning them.

The needle should be removed and thoroughly cleaned after each spraying session, after first blowing thinner or solvent through the brush to clear away excess paint. Do not be tempted to cover the end-cap of your brush and blow thinner or solvent into a tissue or cloth as this will undoubtedly force

paint and debris back into the body of your brush. Only on top of the range airbrushes that are fitted with extra seals to prevent blow-back, can this be done safely. When replacing the needle after cleaning, insert it gently into the airbrush body whilst holding the lever in place. Do not force the needle if you feel any resistance as you will damage the tip, but pull it out and start again. Make certain that the lever is not restricting needle access. Gently slide the needle



A typical double action airbrush stripped-down ready for cleaning



Unscrew the end-piece to access the needle and internal parts.



Unscrew the needle securing nut and pull the needle free.



Unscrew the spring retaining collar.



Once removed, pull the spring retaining collar from the needle tube to reveal the spring.



Remove the spring from the needle tube.



With the needle removed the lever can be pulled free. (It is possible to remove the lever without following steps 4&5 if you wish to clean the needle and lever alone).

Remove end-cap



Use the spanner that comes with your airbrush to remove the nozzle by gently unscrewing anti-clockwise



home until the tip is comfortably inserted into the nozzle, and tighten the retaining collar.

Follow the entire sequence of photographs when removing the needle and internal components for thorough cleaning should you get paint build-up inside the body of your airbrush. Paint build-up in this area is usually a consequence of blow-back – paint blown back into your brush when the front of the airbrush is partially covered either during spraying or when cleaning away paint build-up in the end-cap. Once you have stripped down your airbrush you can clean the individual components using tissues, a cloth or a brush dampened with your solvent or thinner of choice, depending on the paint you have been spraying.

REMOVING THE NOZZLE & END CAP

The nozzle will routinely get blocked if paint is allowed to dry-out as you are spraying. Periodic purging with thinner or solvent throughout your paint spraying session will help keep the nozzle clear, but the nozzle will still need routine cleaning and even unblocking if paint is allowed to regularly build up and dry in your brush.

To reassemble your airbrush work your way back through steps eleven to one. Do not force screw-threads if they resist a turn of your finger or spanner, but instead remove the threaded component and start over, screwing gently to avoid stripping the thread.

Pictured here is a typical

airbrush cleaning kit, and I would recommend that you buy one. They are not expensive and will certainly be cheaper than repeatedly buying replacement airbrush components. The gold-coloured nozzle reamer is an invaluable



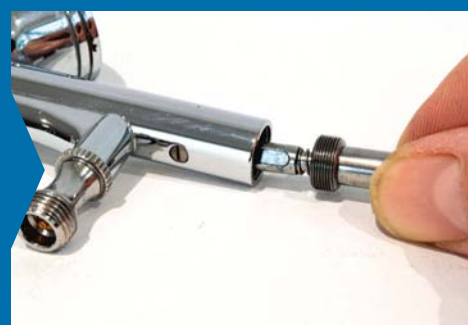
End-cap and nozzles removed

tool if you ever get the nozzle of your brush blocked.

Now that you know how to clean your airbrush, next month we will be looking at bringing everything we have so far learnt together, as we begin spraying in earnest with our new airbrushes. We will look in particular at paint mix and spraying distance – the two variables that I haven't yet mentioned – and balancing the paint flow, the air pressure as well

as the paint mix and spraying distance to achieve a spray pattern. Now, where's that blindfold? Turn the lights out and get stripping!

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Remove the spring retaining collar, spring and needle-tube together.



Remove the rocker-arm that is situated to the rear of the lever



A typical airbrush cleaning kit

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FEATURE

Authentic Engine Staining

Vitor Costa uses AK Interactive products to show you 'how-to' archive a realistic finish on a Vietnam 'F-100D Super Sabre'

1

For the cockpit, I added some AK 2071 Brown and Green Camouflaged Paneliner as a wash to make all the details come to life and removed any excess with White Spirit



2

The F-100D cockpit is not a very colourful one, however, red buttons break the grey monotony and some very thinned AK-076 Filter was used to simulate the dirt in some areas

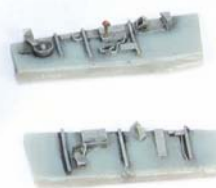
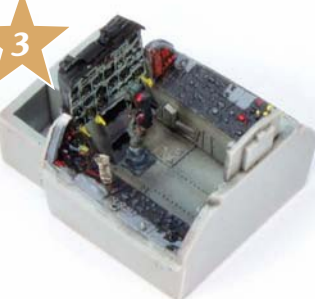


4

Time now to work on the engine and exhaust areas, and first I painted the parts with Gun Metal, and once dry I used pigments to add some realism. The I added AK Interactive Smoke n the lower areas and Burnt Jet Engine on the higher areas



3



The finished cockpit ready for assembly

**F-100D SUPER SABRE****MANUFACTURER:** Trumpeter**SCALE:** 1:72**KIT TYPE:** Plastic injection moulded**KIT NUMBER:** 1649

I chose the Trumpeter 1/72 F-100 Super Sabre for this build as I like its rugged shape and lines of the 'Hun' and its also gives an opportunity to work on some subtle weathering and burnishing, especially around the engine areas, which was a unique facet of the F-100's

I chose to replace the cockpit with a new resin one from Eduard and also some new resin wheels, and I really wanted to depict a 'Hun' from the Vietnam War, so I chose the Wolfpack Decals set #72-025 and selected F-100D of the 510th TFS, 405th TFW Bien Hoa, Vietnam 1967 with its 'El Viejo Cazador' or 'The Old Hunter' nickname. So let's get started....

**"I CHOSE TO MODEL 'EL VIEJO CAZADOR',
AND F-100D OF THE 510TH TFS, 405TH
TFW BIEN HOA, VIETNAM 1967"**





9



Using a custom brown paint mix I tried to replicate some of the characteristic burning effects that occurs in these areas, and then a thin coat of AK 484 Burnt Metal was applied to give a more metallic look



10



The exhaust area was then masked off and the model sprayed in the usual three-tone SEA scheme with Light Grey lower surfaces.

11



Time to finish the SEA camouflage near the engine area, I started making some marks with a pencil to simulate the lines of the aircraft's internal structure.....

12



...and then using very thinned colours I completed the camouflage pattern. I started with the lighter colour, and both sides received thinned coats of paint.....

13



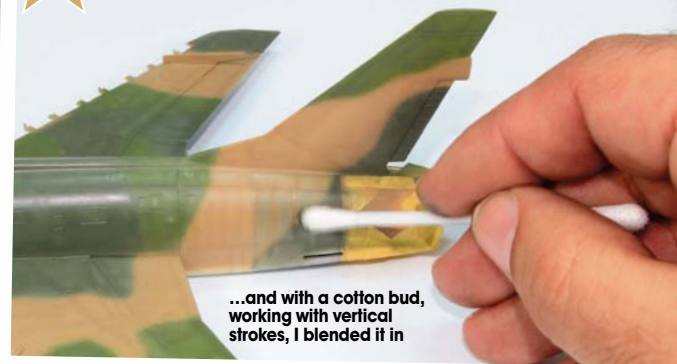
.....until I achieved the desired effect

14



By now some of the metallic looks had been lost and I wanted to replicate some faded paint showing through the camouflage, and for that, I used AK 086 Dark Steel pigment.....

15



...and with a cotton bud, working with vertical strokes, I blended it in

16

I then applied and removed bespoke oils washes on the upper surface.....



17



.....and on undersides, I added some AK Interactive Kerosene Leaks and Stains Effect....

.....and here is the finished result!



Phantom under the skin

Volume 2

AUTHOR: Ioannis Lekkas & Ilias Gkonis
YEAR: 2016

PUBLISHER: Eagle Aviation

ISBN: 978-618-81376-7-7

FORMAT: 95 pp softbound

Having met the people behind Eagle Aviation at Telford 2016 I was delighted to receive this book to review. Following on from volume 1, "F-4E Phantom II AUP", the second in the series is subtitled "RF-4E and F-4E Phantom II". The first two-thirds or so of the book covers the two slightly different reconnaissance variants used by the Greeks, 8 new build RF-4E airframes received in 1980 and referred to as "American" and 27 ex-Luftwaffe received in the early '90s referred to as "German". The latter part of the book covers the "legacy" F-4E (as opposed to the AUP) and the various colour schemes the aircraft have carried plus some armament pictures.

The pictures of the RF-4E aircraft cover the differences between the two batches in some detail; the American aircraft have the later slatted wing and streamlined nose and are still painted in a variant of the original SEA scheme while the German aircraft are in Norm 83A Lizard, which is a useful way to distinguish them. Unlike the AUP book, there are no general airframe details, this volume concentrating on the RF specific features with excellent coverage of the camera bays, the cockpits and some wing (and other) details. The pictures are as stunning as the ones in the first volume, the lighting for the shots and the quality of the reproduction are



really striking. The cockpit shots are very interesting, I wasn't aware of the differences between the early and late instrument panels or that the Greek RF aircraft carried Sidewinders and the detail shots of the Sidewinder sight and the camera sights are very useful if you're considering making one of these birds (as I am).

Again, some of the airframe pictures show the weathering these aircraft are prone to in wonderful detail, I'm sure I'm never going to be able to reproduce the effect properly but it's great to be given the information and the pictures of the stencilling is very useful.

The second part of the book perhaps suffers slightly in comparison to the first, the pictures of the colour schemes and cockpits from the 80s and 90s being clearly of lower quality than the newer shots but still of interest to modellers (and historians) none the less. The pictures of the earlier radar, the AIM-7E and F and the GBU-8 Hobos and Mk-20 Rockeyes round out what is an excellent package.

This again is an impressive book and if you have any interest in the RF-4E, particularly in Greek service, I can highly recommend it. I have had a Greek RF-4 on the back burner for a few years now, I'm glad I didn't press ahead with it before now as this book is going to prove invaluable! My sincere thanks to Eagle Aviation for the review sample.

Book review by Peter Marshall

Museum and Display Aircraft No.2

SERIES: Military Series

CAT. NO. 1063

PUBLISHER: Aero Research Co.

There are 161 images on this compact disc, showing museum display aircraft. The photos date from the 1970s up to more recent years and are of aircraft mostly displayed outside. The types range from the Second World War onwards and it is interesting to see just how many 'priceless' warbirds were left out in the elements. Certainly, the UK Gate Guardian Spitfires pictured have all been retired and in many cases restored back to airworthy or museum display condition! Included on this disc are some images of a type I was only vaguely aware of the very strange



looking helicopter the CH-37B.

This disc would have been very useful this time last year, as my local model club had a competition for models of types on display in museums, as I am the competition secretary this topic may make an appearance again this year, so I can use this disc as a reference! My thanks to Aero Research for the review disc.

Mosquito Attack

A Norwegian RAF Pilot at War

AUTHOR: Tor Idar Larsen and Finn Eriksrud

YEAR: 2015

PUBLISHER: Fonthill Media

ISBN: 978-1-78155-311-4

FORMAT: 158pp Hardback

Finn Eriksrud was at school when war broke out in 1939. In 1940 he graduated and went to the University of Oslo to study Law. However, like many of his fellow countrymen, he escaped occupied Norway – in his case twice – and joined the RAF.

Eriksrud spent five months travelling via Sweden, Russia, Iraq and India to Canada, where he joined the Norwegian Naval Air Force. After undergoing basic and flying training at "Little Norway" near Toronto, then at Medicine Hat, Alberta, he sailed to Britain. Further training followed, and then a posting to B Flt of 333 (Norwegian) Squadron, based at RAF Leuchars. This squadron was equipped with Catalinas (A Flight) and Mosquitos; Eriksrud flew the latter, carrying out armed reconnaissance sorties over the coast of Norway.

The book is based on Eriksrud's wartime memoirs, written in 1945 and published in Norwegian. Many years later, Tor Idar Larsen translated and edited the memoirs,



filling in details (for example names) omitted by Eriksrud. In addition, there are numerous panels added by Larsen, which add more details based on his research. Finally, an appendix contains a selection of letters written home by Eriksrud. The text is also illustrated by a good selection of photographs.

Mosquito Attack is a very informative and highly readable book and is highly recommended. Thanks to Fonthill Media for the review copy.

Book Review by Michael Chilstone

Worldwide Military No.6

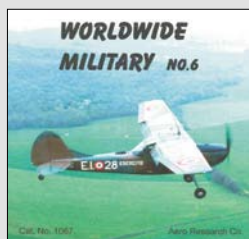
PUBLISHER: Aero Research Co.

SERIES: CD

Military Series

CAT NO. 1067

Another very interesting selection of photos on this CD of military aircraft from 26 air forces around the world. Some of the highlights for me were the CAP10 in Moroccan AF colours, I assume from an aerobatic team? There are also some fantastic F104 special schemes



illustrated. The venerable Hawker Hunter makes several appearances, including with the Oman AF.

All in all, a good selection of new and older types, representing air forces

from all corners of the globe! If you are looking for inspiration or a different scheme from normal for your models what you are looking for could be here!

My thanks to Aero Research for the review disc

Testing to the Limits

1 BRITISH TEST PILOTS SINCE 1910, ADDICOTT TO HUXLEY

AUTHOR: Ken Ellis

YEAR: 2015

PUBLISHER: Crecy

ISBN 978-0-8597-9184-7

FORMAT: 239pp hardback

2 BRITISH TEST PILOTS SINCE 1910 JAMES TO ZURAKOWSKI

AUTHOR: Ken Ellis

YEAR: 2016

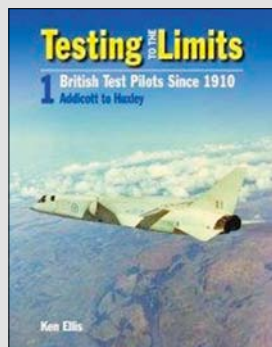
PUBLISHER: Crecy

ISBN 978-0-8597-9185-4

FORMAT: 336 pp hardback

The author of these two volumes will need no introduction to the aviation enthusiast as he is an incredibly well-known name both for books and editing aviation magazines. Having been brought up on Neville Shute books and a deep interest in aviation, test pilot stories have often been at the forefront of my reading. I wouldn't class these two volumes as reading books, though, but more for reference. They tell a story in a different way. Not only are all the major names mentioned, who most of us will be familiar with, but all the other brave souls who flew aircraft straight off the production line and sometimes straight off the drawing board. Each pilot has a short biography, with the bibliographies giving ample choice for further reading.

These two volumes cover all the Test Pilots in alphabetical order, with volume one covering A to H and the second



volume covering I to Z. Many of the names and aircraft types covered in these two excellent volumes were new to me and you would have to be a real aviation buff to be familiar with all of them!

I heartily recommend both these books to be added to your bookshelves as without these pilots we wouldn't have the planes to talk about and make models of. My thanks to Crecy for supplying these books for review and to Tim for letting Dad review these books!

Book review by Roger Upson-Smith

RAF 100 Group

The Birth of Electronic Warfare

AUTHOR: Janine Harrington

YEAR: 2016

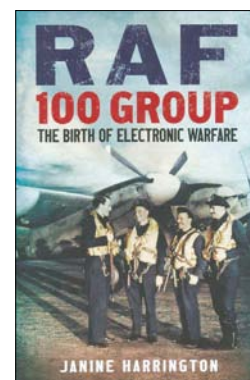
PUBLISHING: Fonthill Media

ISBN: 978-1-78155-458-6

FORMAT: 224pp Hardback

This book tells as much as it can of the story of 100 (Bomber Support) Group, a unique but vital group within Bomber Command, whose contribution to the bomber offensive is often not considered. The Group's activities were extremely secret during the war, and the phrase "tells as much as it can" refers to the fact that some archive files fall not under the usual 30-year rule, but remain closed for 100 years.

100 Group was formed in November 1943 to carry out what we now know as electronic warfare. Based at stations in Norfolk, the group consisted of several squadrons equipped with a variety of aeroplanes, from Mosquito to Fortress. Their roles were many, but included jamming enemy communications, particularly night fighter control comms; jamming night-fighter and ground radars; broadcasting false orders tonight fighter crews using German-speaking operators; using "window" to create spoof raids and divert fighters from the main bomber stream; and intruder operations against various targets, including Night Fighter bases. Jamming and other role-specific equipment were worked by one or more "Special Operators"; their role and the objective of any particular mission was routinely kept secret from the rest of the crew. Often all they knew about what they were doing was the



fact that the Group's official motto was "Confound and Destroy".

After a couple of chapters of overview and scene-setting, the book tells the story of the Group and its personnel by a mix of narrative and direct quotations. Often one crew's experience is used to illustrate a more general principle. This works well, engaging the reader's interest. Along the way, there is much to learn, even some snippets of interest to modellers: for example, a Mosquito of 515 Sqn was flown with codes "P3" instead of the correct "3P" painted thereon.

The final chapters of the book cover the last months of the War, VE day, and the immediate post-war rundown. There is much discussion of the Dresden raid, and of the lack of official recognition – such as a medal – for Bomber Command crews.

The author is the secretary of the 100 Group Association, and this was clearly a labour of love. The book was slightly marred, for your reviewer, by a number of minor errors which are likely to be spellchecker-related; but this was a small niggle. An interesting read about a little-known and rarely modelled aspect of Bomber Command Operations. Thanks to Fonthill Media for the review copy.

Book Review by Michael Chislestone

Phantom under the skin

Volume 1

AUTHOR: Ioannis Lekkas & Ilias Gkonis

YEAR: 2016

PUBLISHER: Eagle Aviation

ISBN: 978-618-81376-5-3

FORMAT: 108 pp softbound

I was delighted to meet the people behind Eagle Aviation at Telford 2016 and be given the opportunity to review this book. It is subtitled F-4E Phantom II AUP and, as that suggests, covers the upgraded F-4Es used by the Greek Air Force. As the AUP specific differences are mostly in the cockpit and avionics the majority of the book is also applicable to any F-4E and quite a lot of the areas are common to most

F-4 variants.

Unlike the excellent "Uncovering" series from Daco Publications (I have recently been making a couple of US Navy Phantoms and have spent more time reading "Uncovering the US Navy Q/F-4B/J/N/S Phantom" than is probably healthy) there is little in the way of accompanying text, you basically leap into the pictures with occasional captions to tell you what you're looking at. And what pictures! The quality of the pictures themselves



and the reproduction in the book is frankly breathtaking, instilling in this modeller at least a slight sense of despair at ever being able to replicate anything similar in my chosen scale.

There are some 400 colour photographs covering the whole aircraft with some remarkable coverage of the insides of the engine bays, ducts, and engines with the rather nice touch of the panel numbers being added to the pictures, should you need to know what's behind panel 54L for instance. The unique elements of the AUP aircraft are obviously including the APG-65 radar, front and rear cockpits with the new multi-function colour

displays and HUD, the IFF antennas on the nose and other antennae.

Some of the pictures of the whole aircraft wonderfully demonstrate the weathering these aircraft are subjected to and again make me despair of every being able to accurately replicate the wear and dirt they display. Finally, there is some coverage of ordnance and external stores including Listening pod, AIM-9L Sidewinders, AIM-120 AMRAAMs, AGM-65 Mavericks and laser-guided bombs; at Telford, they were keen to point out that most are yellow striped live ordnance so you're seeing aircraft on operations.

This really is an impressive book, if you have any interest in the F-4E in general and the Greek AUP I can highly recommend. My thanks to Eagle Aviation for the review sample.

Book review by Peter Marshall

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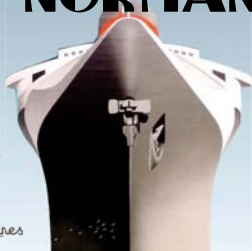
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Show Diary

From March 2017
to May 2017

4th March 2017 ALDINGBOURNE MODELEX

Aldingbourne Community Sports
Centre, Olivers Meadow, Westergate,
Chichester, West Sussex, PO20 3YA.

5th March EAST OF ENGLAND MODEL SHOW

Voyager Academy,
Mountstevens Avenue,
Peterborough PE4 6HX

12th March EAST MIDLANDS MODEL SHOW

The Leisure Center,
Argents Mead,
Hinckley, Leicestershire
LE10 1BZ

18th & 19th March SOUTHERN EXPO 2017

Hornchurch Sports Centre, Harrow
Lodge Park, Hornchurch Road,
Hornchurch, Essex, RM11 1JU



19th March STOKE ON TRENT MODEL SHOW

Sir Stanley Matthews Academy,
Beaconsfield Drive, Blurton, Stoke on
Trent ST3 3JD

2nd April SHROPSHIRE SCALE MODEL SHOW 2017

RAF Museum Cosford,
Shifnal, Shropshire TF11
8UP

2nd April 22ND I.P.M.S. MOORSELE MODEL SHOW

OC Troubadour, Vlaswaagplein 3, at
8501 Bissegem-Kortrijk, Belgium, from
09.30 until 17.30.

23rd April MODELKRAFT 2017

Stantbury Leisure
Centre, Milton Keynes
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13th May IPMS (UK) ANNUAL GENERAL MEETING 2017

South Yorkshire Aircraft Museum,
Dakota Way DN4 7FB

14th May GLOUCESTER MODEL SHOW

Churchdown Community Centre, Parton
Road, Churchdown, Gloucestershire
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27th May TORBAY & SOUTH DEVON 2017

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